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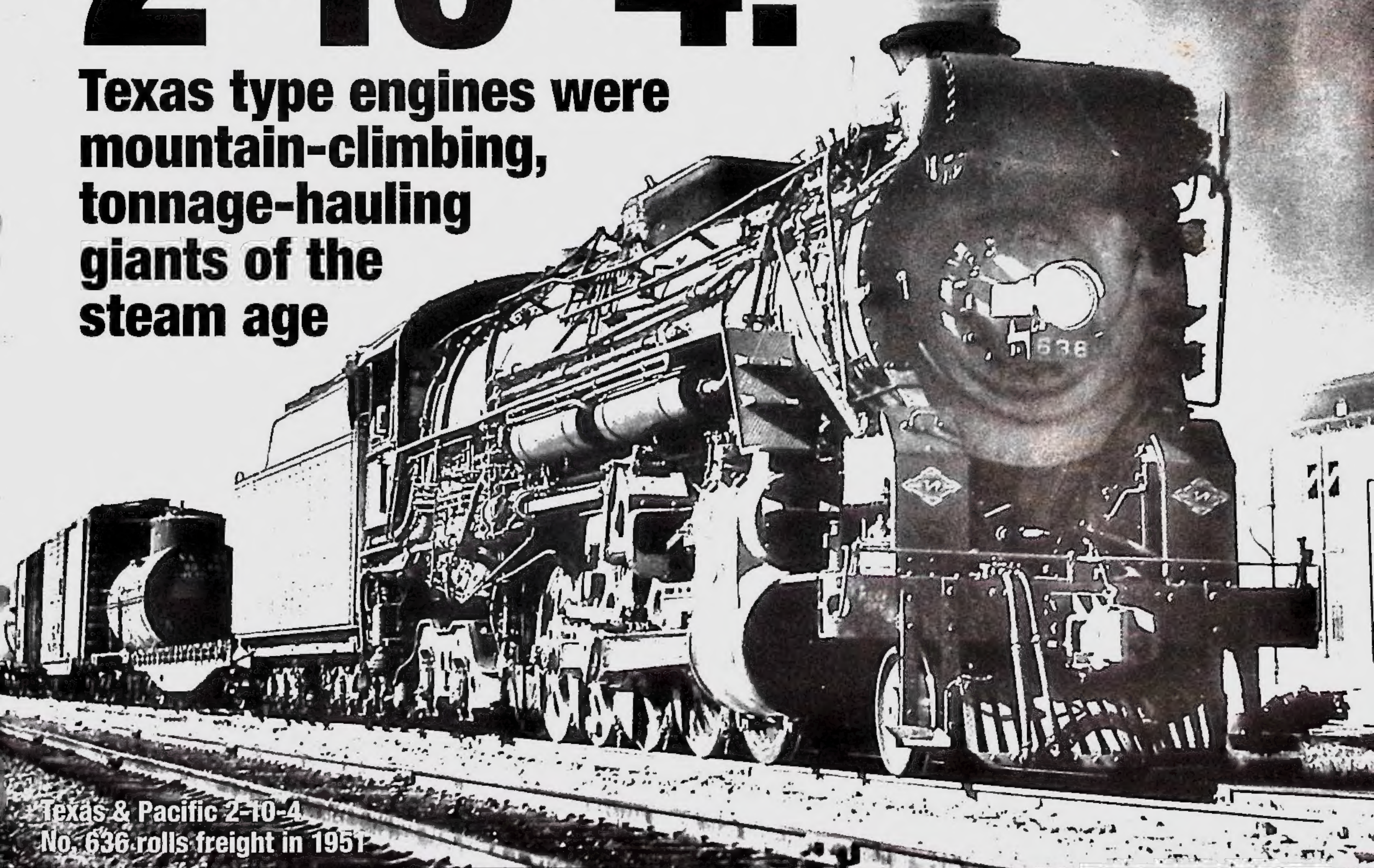
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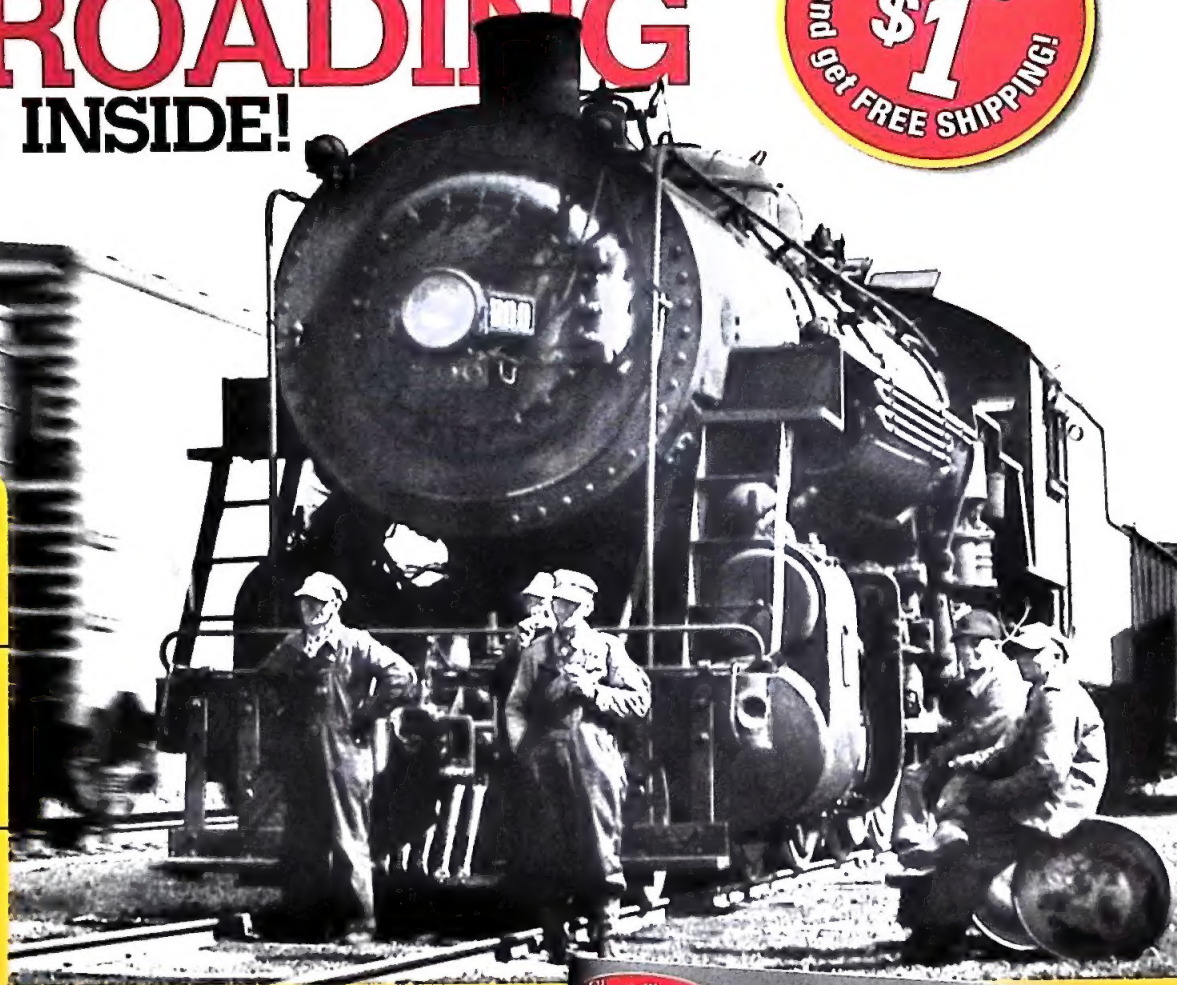
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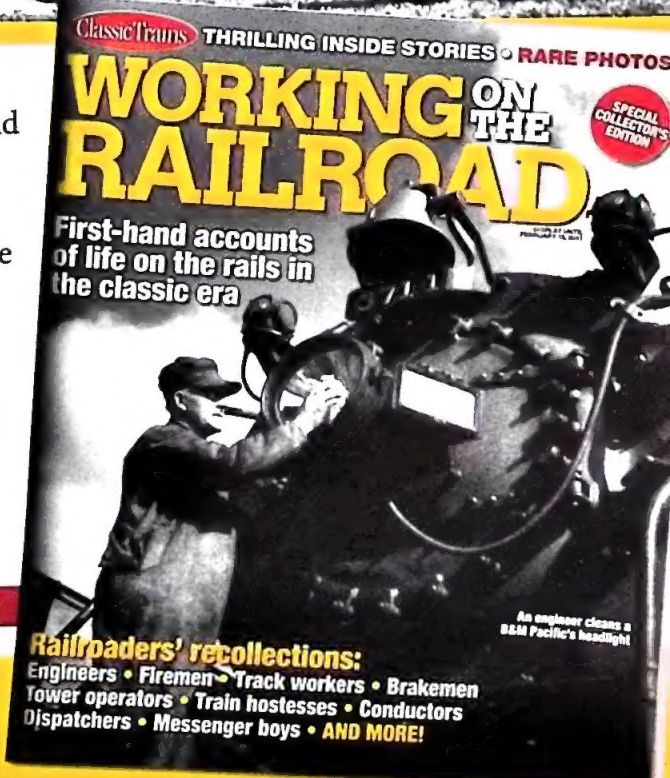
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Editor's Page

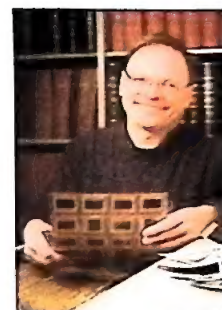
Little trains off the beaten path

In this issue's cover story on the 2-10-4 locomotive [pages 20-30], steam authority Neil Carlson spotlights some of the biggest, most potent mainline freight haulers of the steam era. Texas types were stars on most of the railroads that owned them, being entrusted with fast freights, mammoth coal drags, and, on one carrier, flagship passenger trains.

At the other end of the spectrum are two articles about little trains far from the beaten path. Jim Shaughnessy on pages 66-73 recalls the Rio Grande's Monarch Branch in central Colorado, where 3-foot-gauge 2-8-2's wandered away from the Tennessee Pass main line into a world of loops, switchbacks, and 4.5 percent grades. Standard-gauging and dieselization did little to mute the color of this operation.

But for color and downright wackiness, you couldn't beat the Portage Flyer, described by Steven Duff on pages 38-43. Located among the lakes and woods of Ontario resort country, this railway was unusual and diminutive by almost any measure: length (1½ miles), gauge (44½ inches), right of way (7 percent grades, one switchback), rolling stock (old, open streetcars), motive power (1888-vintage 0-4-0T's), and safety equipment (no headlights or air brakes), to name a few. Best of all, you could *ride* the crazy thing!

Robert S. McGonigal



The little train known as the Portage Flyer connected two boat services in Ontario. Engine 5, acquired in 1948, pulls away from the Lake of Bays dock with a full passenger load.

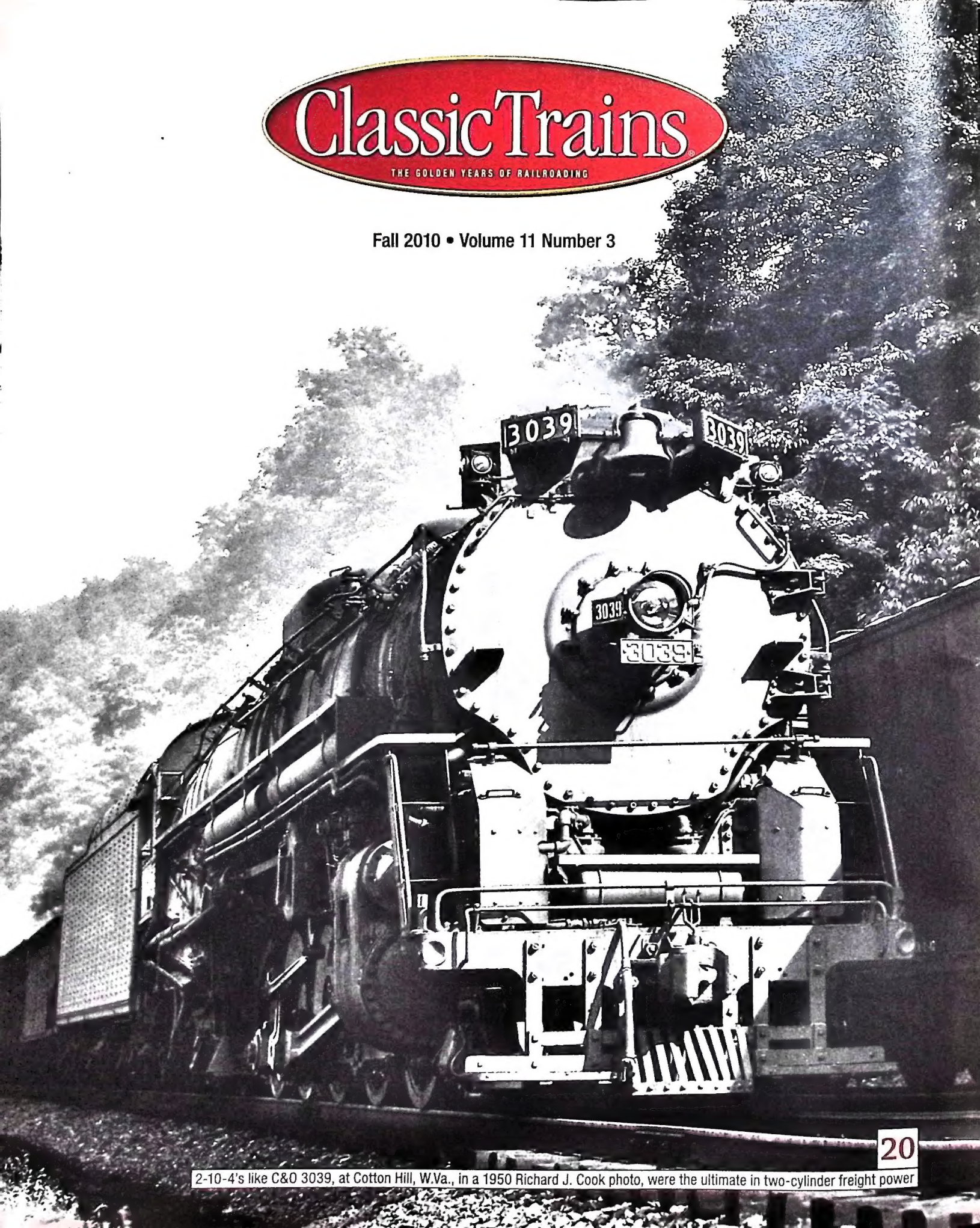


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THE GOLDEN YEARS OF RAILROADING

Fall 2010 • Volume 11 Number 3



20

2-10-4's like C&O 3039, at Cotton Hill, W.Va., in a 1950 Richard J. Cook photo, were the ultimate in two-cylinder freight power



Riding the Rock Island and CB&Q around Iowa



The homespun Portage Flyer did anything but fly



Big power for mostly small South Shore freights



"Orphaned" D&RGW 3-foot line served a quarry

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On the cover: Texas & Pacific 2-10-4 No. 636, one of nine T&P Texas types upgraded with cast engine beds, roller bearings, and new trailing trucks in 1947, works a freight east near Mineola, Texas, in 1951 (see story on page 20). *R. S. Plummer photo.*

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NEIL CARLSON ["Toward the 2-10-4," pages 20-30], who grew up in Buffalo, N.Y., in the 1950s, has had a lifetime fascination with steam power, reinforced by visits to the local Nickel Plate Road roundhouse as a teenager. When the Nickel Plate dieselized in 1958, he refocused on Ontario, where Canadian National and Canadian Pacific both ran steam for another year and a half. He attended college in Ohio, and after earning degrees in Electrical Engineering, he moved to California's Silicon Valley, where he worked for several high-tech firms. Now retired, he lives in Reno, Nev. Among Neil's five previous articles with us are three



locomotive studies similar to his 2-10-4 piece, covering fast-freight articulateds [STEAM GLORY, 2004], Berkshires [STEAM GLORY 2, 2007], and Hudsons [FAST TRAINS, 2009].

STEVEN DUFF ["The Wacky, Wonderful Portage Flyer," pages 38-43] is a retired music teacher living in the country near Parry Sound, Ont., with his wife, Debra. He keeps busy with writing, painting, sailing, and, of course, train-watching. Steven's seven previous articles in CLASSIC TRAINS include "Old Sparky" [Winter 2004], about a homespun, privately run operation on a Canadian National branch at Key Harbour, Ont.



LOU GERARD ["Remembering the 800's," pages 58-63] has had a lifetime devotion to traction, but also is interested in steam, early diesels, photography, model railroading, buses, aircraft, and Great Lakes boats. A Chicago

native who lives in Skokie, Ill., Lou retired effective January 1, 2010, from a 38½-year career as a car repairman for the Chicago Transit Authority, and says he does "not miss getting up at 4 a.m. and working in the snow and cold." This is Lou's second CLASSIC TRAINS byline, following a feature in Summer 2007 on CTA's electric freight operation.

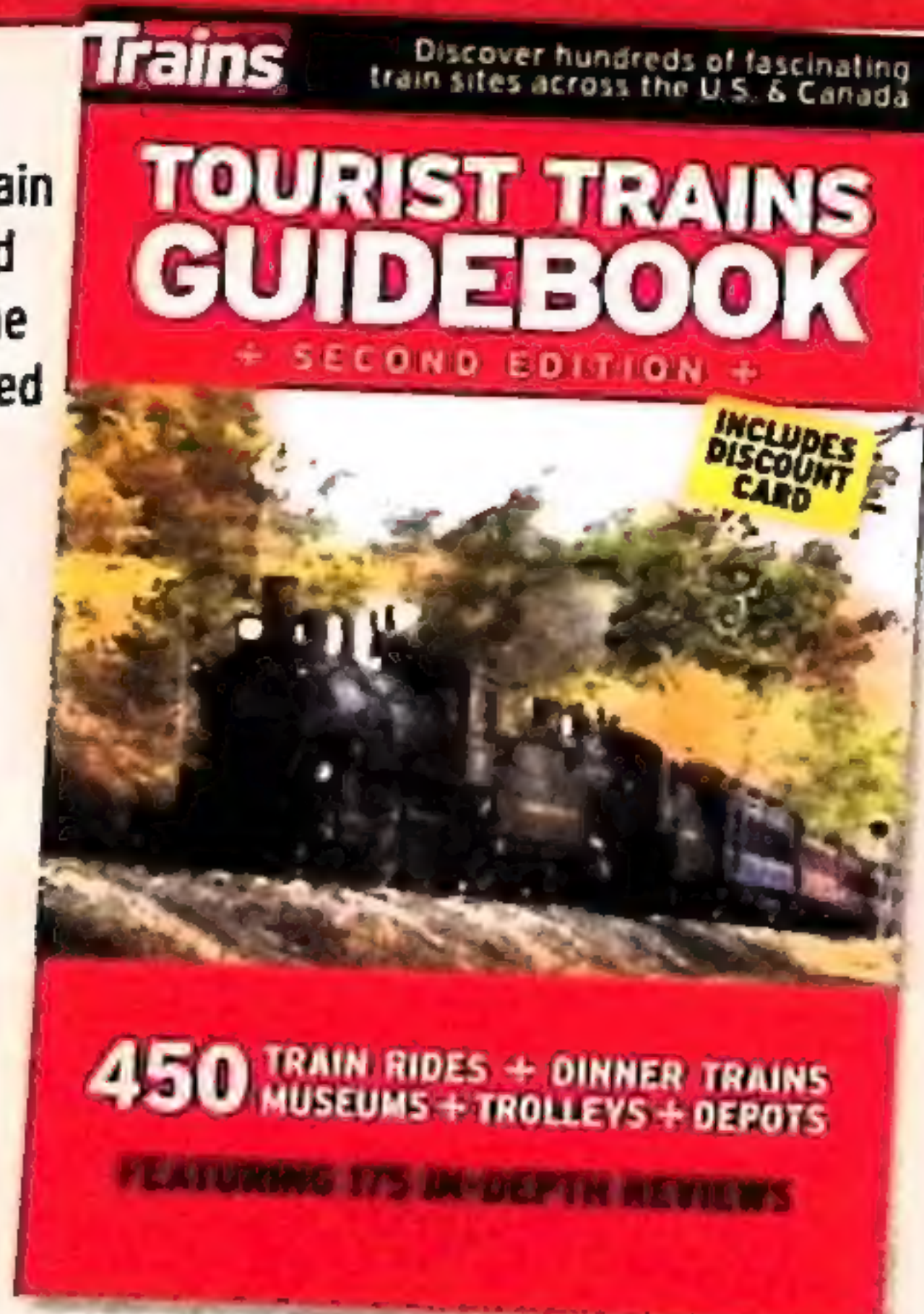
MAX A. HILL ["Gandy Dancer Days," pages 54-57] is a Hoosier who grew up spending many enjoyable hours watching trains on the Pennsylvania Railroad's Fort Wayne Division. He graduated from Indiana University in 1957 and worked for 43 years in transportation/distribution management in the chemical industry. Now retired, Max lives in Carmel, Ind., and is an active volunteer at the Indiana Transportation Museum in nearby Noblesville. This is his first article in CLASSIC TRAINS.

CHARLES K. "KEN" MARSH JR. ["Fallen Flags Remembered: West Point Route:

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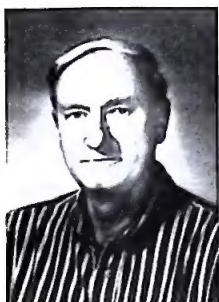
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The South's Fraternal Twins," pages 16-19], a lifelong railroad historian and photographer, is a University of Tennessee graduate who is retired from a 40-year career in logistics with the Army Transportation Corps, Louisville & Nashville Railroad, and Eastman

Kodak/Eastman Chemical. He and his wife, Patsy, live in Kingsport, Tenn., where Ken has served as an alderman and from where they operate a used-railroad-book business. This is Ken's seventh byline in CLASSIC TRAINS, including two previous "Fallen Flags Remembered" entries, on the Clinchfield in Fall 2005, and Georgia Road in Fall 2009.

ROBERT S. MCGONIGAL ["Classics Today: Texas Types Today," page 31] has been

editor of CLASSIC TRAINS since its launch in early 2000. He treasures the memories of an excursion he rode on the Southern Railway main line from Alexandria, Va., to Charlottesville behind former Texas & Pacific 2-10-4 No. 610 in summer 1978.

JIM SHAUGHNESSY ["Mikes and Geeps to Monarch!" pages 66-73], the famed and award-winning rail photographer from Troy, N.Y., has had 20 articles in CLASSIC TRAINS, including this, the 13th installment of the "Shaughnessy Files" series, which began in the Fall 2007 issue with a photo essay on the Rock of Ages quarry railroad in Vermont.

STEPHEN CREWS WYLDER ["Time Travel in 1966," pages 32-37] lived in Iowa City, Iowa, during most of his teen years and spent many hours at the Rock Island depot there. He is currently the evening-shift Amtrak ticket clerk in South Bend, Ind. This is Steve's first byline in CLASSIC TRAINS. **1**

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Hybrids and gensets, meet this 1932 GE



Jim Shaughnessy

Air-quality conditions in large cities have resulted in the adoption by several railroads over the past decade of low-emission locomotives for switching and transfer work. Called "hybrid" or "genset" locomotives, they employ a small on-board diesel engine to charge banks of storage batteries, which feed current to the traction motors. Proving that there's nothing new under the sun is this February 1957 view of engine 300 of the Southern New York Railroad, a 2-mile remnant of an interurban line at West Oneonta, N.Y. Built by General Electric in 1932 for its plant at Pittsfield, Mass., the center-cab unit features—you guessed it—a 150 h.p. Buda engine-generator set in one hood feeding juice to an array of batteries in the other. GE built 44 similar-but-beefier box-cabs for NYC, DL&W, and IC in 1930 ... for smoke reduction in cities.

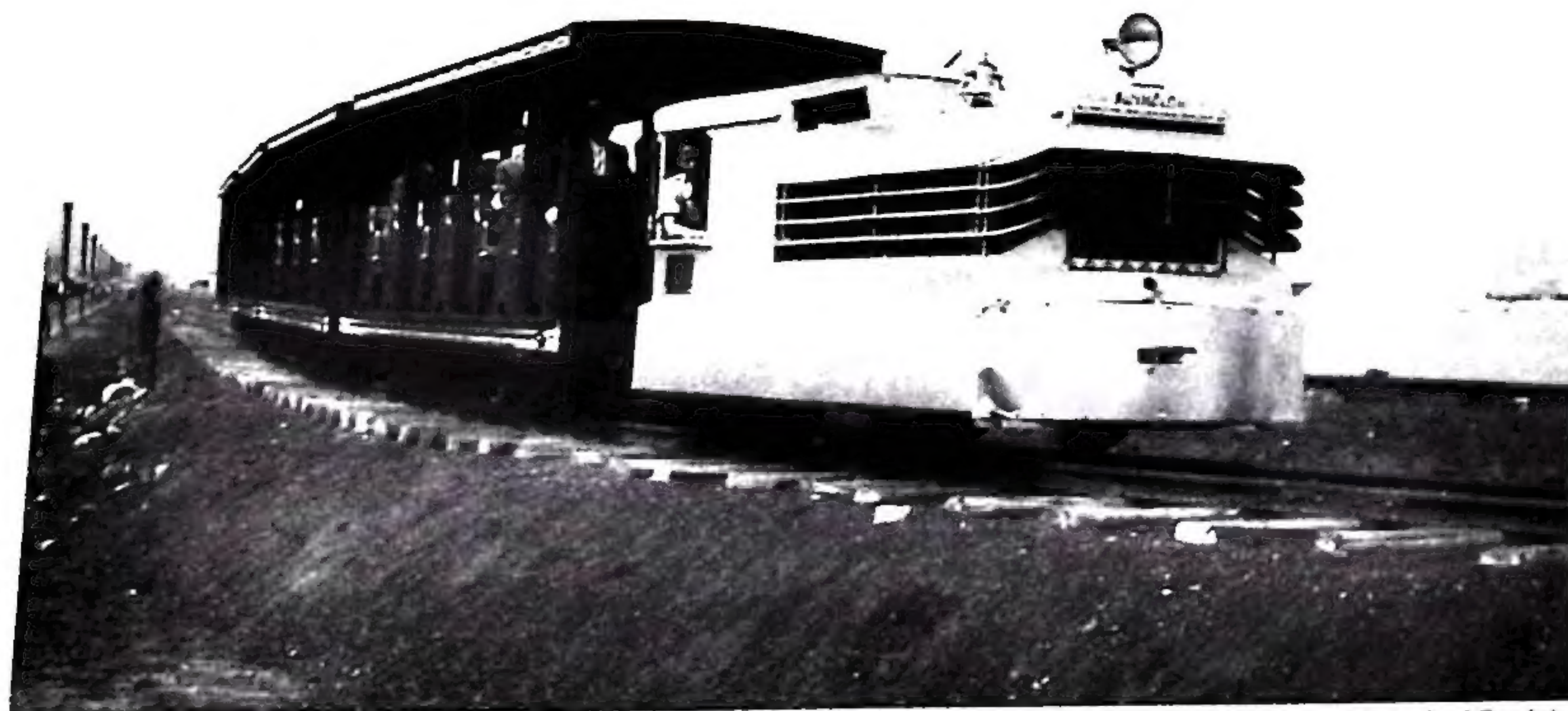


It's the thought that counts

Country music artist Alan Jackson's latest album, *Freight Train*, logically enough features a picture of a locomotive on the cover. Trouble is, it's an EMD E7—the best-selling *passenger* diesel of all time, built between 1945 and '49 to the tune of 510 cab and booster units. The E7 pictured—Pennsylvania 5901—is significant on two counts: It's the PRR's first road diesel and the only surviving E7, now in the collection of the Railroad Museum of Pennsylvania. In other RMPa news, the Strasburg museum has a new Director, Charles Fox, and recently received \$500,000 in state funds for the design of a roundhouse to go with its existing turntable, with \$6.1 million for construction expected to follow.

Chicago's first streamliner?

UP's M-10000 and CB&Q's *Zephyr* made a big splash when they arrived at the Century of Progress Exposition on Chicago's lakefront in 1934. The two speedsters went down in history as the first streamlined trains, but this little fellow has them beat, at least in a Chicago context. Tricked out in sheet-metal fins, running-gear skirting, and a bright paint job, the four-wheel Plymouth Industrial locomotive is hauling visitors to the fair on the Grant Park Railway, a narrow-gauge pike that ran 1.4 miles from the Art Institute to the fair's north gate at 12th Street. Service began July 25, 1933, but public opposition to a private enterprise in a city park resulted in a court order 2½ months later to dismantle the railroad.



Chicago Historical Society



J. David Ingles

Armstrong's last stand

An era ended on May 2, 2010, at Springfield, Ill., when Union Pacific removed from service the lone remaining mechanically operated switch at Ridgely tower, where the UP/Amtrak (ex-GM&O) Chicago–St. Louis line crosses the Illinois & Midland (ex-C&M). Ridgely was the last interlocking plant in the U.S. where operators used their own strength to manipulate signals or turnouts by means of levers in the tower connected to rods or pipes that ran along the ground. They were dubbed “Armstrong” plants because of the muscle power required. Ridgely, with a new “flange-bearing” diamond at the crossing, was closed completely on June 29. In fall 1972, a northbound GM&O freight neared the tower.

David Salter update

The photo collection of the late David W. Salter has gone to the Southern Museum of Civil War & Locomotive History in Kennesaw, Ga. (not to the Smithsonian, as reported earlier). The museum plans a new research center for the Salter, Southern Railway, Glover Machine Works, and other significant collections.

Obituaries

G. Mac Sebree

Writer and publisher Mac Sebree, 77, died March 7, 2010, in Vancouver, Wash., where he retired in 1993. A newspaperman by profession, Sebree in 1974 founded Interurban Press, which published more than 100 rail and traction books and 4 rail magazines. He was a columnist for *TRAINS*, and had four articles in *CLASSIC TRAINS*.

William M. Moedinger

Pioneer rail photographer William Moedinger, 97, died April 24. The Lancaster, Pa., native contributed articles to *TRAINS* during 1941–76, was a Pullman conductor 1943–55, and helped save the Strasburg Rail Road, where he was president 1970–88. He was our Summer 2005 issue's “Great Photographer.”

Ken Meeker

Railroader, photographer, and railroadiana dealer Ken Meeker died May 8 at age 52 following a long illness. Meeker held positions with WP, SP, and UP and was one of the original supporters of the Winterail photography show at Stockton, Calif., his hometown. His father, Harold E. Meeker, has had three *CLASSIC TRAINS* bylines.

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2-10-4's on the PRR and B&LE

Learn about the Bessemer & Lake Erie's fleet of Texas types, plus see video clips of giant Pennsy J1's and Santa Fe 5011's at work in Ohio.

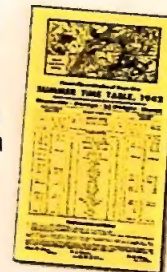


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Exchange ideas, ask questions, provide information, or just enjoy lively discussion with fellow readers at our online forum. It's free and open to all.

Plan a trip on the Portage Flyer

View a 1942 timetable for the Huntsville & Lake of Bays Transportation Co., operators of the wacky railway that connected its two steamship services in Ontario. Plus, see more photos of the legendary Portage Flyer train.



Magazine indexes

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Fallen flags in brief

Read thumbnail histories of all the “fallen flag” railroad companies, including how they fit into the mega-systems of today.

Photo of the Day

See a different black-and-white or color photo, like this one of streamliners at Dearborn Station, from our collection each weekday. Plus, subscribers can view hundreds of past photos in the archives.



Honoring Wally Abbey

A salute to John Gruber on his magnificent "Great Photographers" story, "Wally Abbey: Railroader, Journalist, Photographer [pages 36-45, Summer 2010 CLASSIC TRAINS]," about a terrific guy. During all my 38 years on the Santa Fe—I "graduated," some say retired, in January 1984—Wally was a super person to work with, and it was a pleasure to share many good times with him throughout his varied career, which somehow never seemed like "working." Like most of us, however, we probably wouldn't have made it without a great helpmate, and Wally's good wife, Martha, is a gem, too.

*Bill Burk
V.P.-Public Relations, Retired
Santa Fe Railway
Rogers, Ark.*

Across Chicago to the stock yards

As a retired Chicago railroader, I read with great enjoyment Robert Janz's article "Working the Stock Yards Transfer" [pages 64-71]. I would point out a small error on the map—the Illinois Northern crossed the PRR/B&O/Chicago River & Indiana tracks at grade level at 26th Street, rather than passing under them. The crossing was controlled by 26th Street Tower, and the parallel 26th Street itself went under the tracks at this point.

Jerry Stewart, Woodstock, Ill.

In the aerial photo on page 68, the trackage marked "D" is the south leg of the B&OCT wye, not the CB&Q main line as stated in the caption (that is out of the picture to the left). The wye's south leg was the route B&O and Pere Marquette/C&O passenger trains from Grand Central Station took toward the south side of Chicago and an eventual turn to the east. The north leg of the B&OCT wye was used by the Soo Line and Chicago Great Western passenger trains from Grand Central.

John Buckman, Mundelein, Ill.

Turbine territory!

Union Pacific's turbines ["Turbines Across the Desert," by Gordon Glattenberg, pages 22-27] occupy a special place in my memory. In summer 1956, when I was 13, my parents and I were



Two photos, William B. Cox

Intercontinental Engineering's backlot north of Kansas City in 1997 held remnants of Union Pacific turbines, plus (far left in photo above) forlorn-looking Frisco 2-8-2 1352.

en route moving back to Oregon after living just east of New York City for a year, where I'd seen my share of subways and Pennsylvania GG1's at Sunnyside Yard. We took Route 30 west across Pennsylvania, Ohio, and Indiana, and in Illinois, and I remember seeing a CB&Q passenger train, probably doing an easy 70 mph, pass our 1950 Cadillac.

About then I began to keep a journal of what I saw. When we reached Wyoming, things really got interesting—we were in turbine territory. What an impression they made! They looked like they could pull 1,000 cars, and they were *loud*, their passage waking me up from snoozing in the back seat more than once. After that, Idaho and Oregon were kind of ho-hum, but our family settled in southeast Portland, so I was exposed to Southern Pacific's SD9's and Alco PA's. But where did my trip journal go? I wish I knew.

Jerry DelValle, Portland, Ore.

After reading "For the 'Big Blow,' Indirect Preservation," in "Classics Today," by J. David Ingles [page 31], I realized that I had visited the back lot of Intercontinental Engineering in Riverside, Mo., in September 1996 and March 1997, but until I read this piece, having never seen a UP turbine, I had no idea of what exactly I was photographing! I was stationed in Kansas City on business at the time, and visited



many local railroad sites. Here, security fences kept me at telephoto-lens range. Also there at the time was Frisco 2-8-2 1352. What has happened to her?

William B. Cox, Waterford, Mich.

¶ Frisco 1352, built by Alco as 2-8-0 1321 in 1912, was rebuilt during World War II to a Mikado, retired in the 1950s, and displayed in Swope Park in Kansas City. Stored as pictured after she had to be moved out of the park, the 2-8-2 was later purchased privately, and at last report was stored in Taylorville, Ill., in need of much work.—J.D.I.

The real Herb Sullivan?

Is the photo credit on the shot of Southern Pacific 2-8-8-2 No. 4018 on page 9 the same Herb Sullivan after whom "Sullivan's Curve" in Cajon Pass is named? The curve itself is shown in the Union Pacific turbine photo appearing on both page 4 and page 27.

John Petros, Burbank, Calif.

¶ Yes, it's the same Herb Sullivan, who died in 1945 after having photographed

many Santa Fe and Union Pacific trains over the years at that spot, which was given official status with his name on a U.S. Forest Service sign erected in the 1960s.—J.D.I.

Baby vs. the bathwater

I smiled when I read James Ransom's item, "Baby vs. CZ Obs," in "Head End" [page 8]. I was reminded of a similar incident—lacking the diaper, fortunately—aboard VIA Rail Canada's *Canadian* back in January 1982. Some friends and I had booked the four sleeper rooms in the *Park* car from Toronto to Thunder Bay and back, when the train still used the Canadian Pacific route along the north shore of Lake Superior.

Upon boarding, we were surprised to see that the assigned car was an immaculate *Yoho Park*; according to the crew, this was its first VIA trip following refurbishing after several years in storage. All was well until orange water started to flow from the taps; the interior of the car's water tank apparently had not been adequately cleaned after the extended lay-up. An apologetic crew was puzzled, initially, when we declined their offer to move us to space elsewhere in the train. Once they realized that traveling aboard the *Park* car was the objective of our trip, they let us stay put, gave us the use of two spare roomettes in the adjacent car for washing, and caused several bottles of complimentary wine to appear at dinner.

Kevin J. Holland
Burlington, Ont., Canada

Henry Ford's railroad

In the article on the Detroit, Toledo & Ironton ["From Henry Ford's Lab to a Key Connection," as the "Fallen Flags Remembered" entry, by J. David Ingles, pages 18–21], in the reference to the operation of train DC-9 to Cincinnati, it would be more accurate to say "later using the former Erie Lackawanna out of Maitland." The connection at Maitland was not put in until after Conrail started. The route was former EL (originally Erie) from Maitland to Cold Springs, then the ex-NYC-EL joint track from Cold Springs to Tates Point Tower outside Dayton. (NYC, then PC, owned the eastward track and EL the west-

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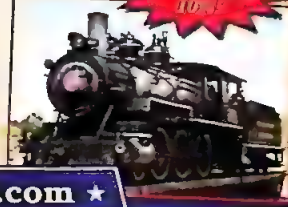
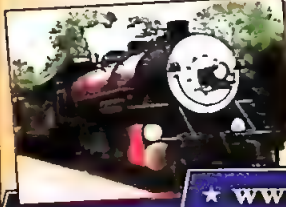
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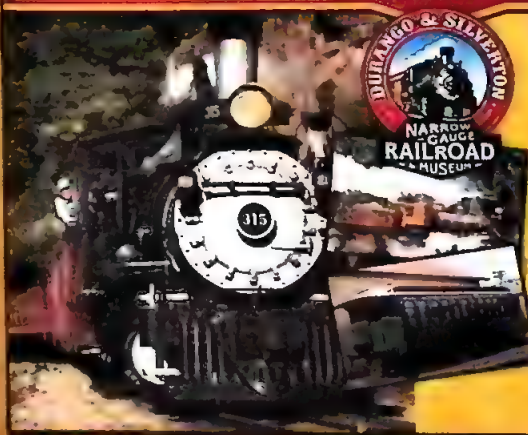
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ward.) This is the route Indiana & Ohio still uses today for trackage rights over NS, which begins at Cold Springs. I&O is the operator, but not the owner, of the former EL track between Maitland and Cold Springs.

*Keith Robbins
Dearborn Heights, Mich.*

I grew up in Ironton, Ohio, and lived close to N&W's main line as well as DT&I's branch. The railroad yards and Ohio River were our "playgrounds." In 1949, I and a friend, about age 12, were playing in the DT&I yard when a steam engine came into the yard. After it was moved onto the turntable, the crew let us turn the engine around. We were excited. The turntable was manually operated, and you can imagine how proud two young lads felt about turning this engine by ourselves. Thank you for jogging my memory from 61 years ago!

Michael Madden, Buffalo, N.Y.

The author's mention of "DT&I and the railroad of Goodyear's Frank Seiberling, 169-mile AC&Y . . ." is in error. The Akron, Canton & Youngstown was built and owned by my paternal grandfather, Harry B. Stewart, and subsequently my father, H. Bartlett Stewart, Jr. Goodyear Tire & Rubber Co. was founded by my maternal grandfather, Charles W. Seiberling, and his brother, Franklin A. Seiberling. They needed a shortline connector to the major railroads. My grandfather Stewart was a Canton, Ohio, attorney with a rail background, and a good friend of theirs, so they approached him. When the company was formed, the plan was to run it between Canton, Akron, and Youngstown, thus the name. It was later decided to run only from Mogadore through Akron to Delphos, near the Indiana border. The railroad never belonged to F. A. Seiberling or Goodyear.

*Bonnie Stewart Mikkelsen
Bellevue, Wash.*

Gone too soon

I was shocked and saddened to see the obituary for Ed DeRouin [page 8], who was age 63. He has been one of the best writer/photographers to appear in CLASSIC TRAINS.

Al Shumard, Greensboro, N.C.



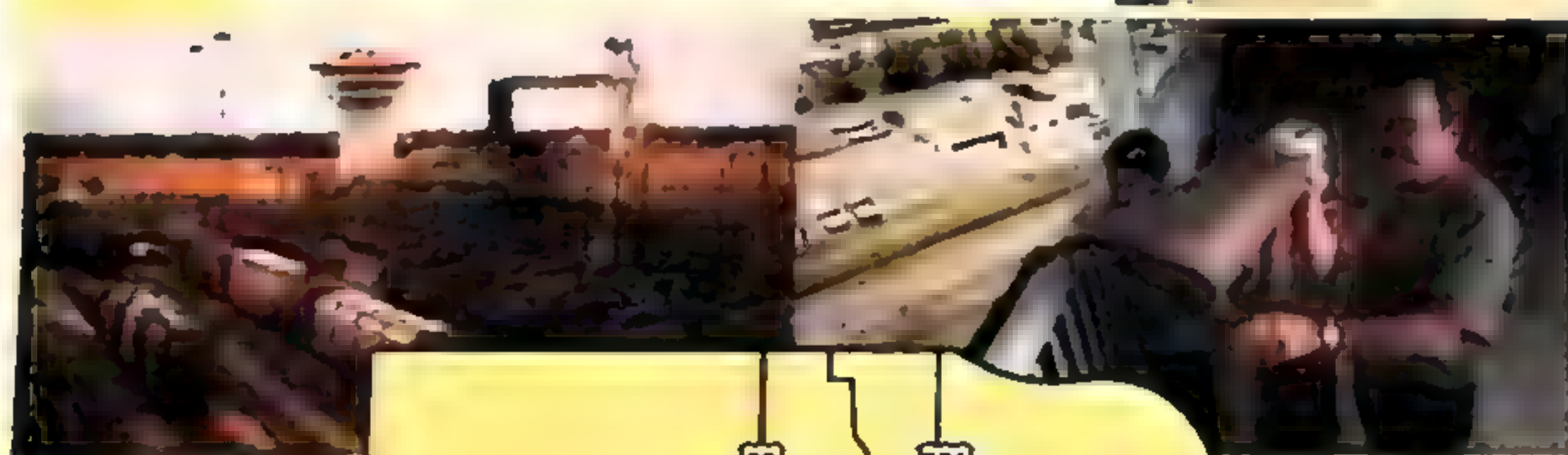
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I rode the cab, but how to get home?

I concluded reading J. David Ingles' "Wanna Ride Along With Us?" [pages 76-77] with a smile, as I had a somewhat similar experience. In the early 1960s I was visiting relatives in Narrowsburg, N.Y., near Erie Lackawanna's main line. A feed mill and lumber yard there required occasional calls of a wayfreight. One day I'd walked to the tracks to take some color 16mm movies with an old hand-crank, box-type Kodak movie camera. The wayfreight arrived during my vigil, and I commenced filming. Shortly the engineer asked if I wanted to ride along to the next stop, Calicoon, 12 miles up the line toward their final destination of Deposit. He was curious about my obviously old movie camera, and I was interested in his train. I said "yes," climbed aboard, and still enjoy looking that the old movie I took from the cab of the switch-

er. The only thing missing is sound.

The only problem was that I had walked to the tracks, and my family thought that's where I was. When the crew finished their work in Calicoon, I watched them leave town and gave a final wave of "thanks" to the crew on the caboose platform. Only then did I think about how I would get back to Narrowsburg. Fortunately there was a working pay phone near the station; I made a collect call, and I wish I could have recorded my parents' reaction when I told them I needed a ride home from Calicoon.

"What? How did you get there?"

That was my first of many head-end and rear-end rides on many railroads over the years, some with official permission, some with the kind permission of the crew.

Norman Marten
Bainbridge Island, Wash.

Wrong winner

In your caption in "The Way It Was" photo, "Drag-Racing Out of Texarkana" [page 79], you projected the wrong winner as the Kansas City Southern diesel freight. Moreover, the T&P steam engine is not a 2-10-4 but a Class M-1 4-8-2, No. 901, with the "Southerner" freight. It will not be beaten by the KCS F units, for T&P had rights on the crossing they both are facing. In fact, the diesels are sitting at the red signal.

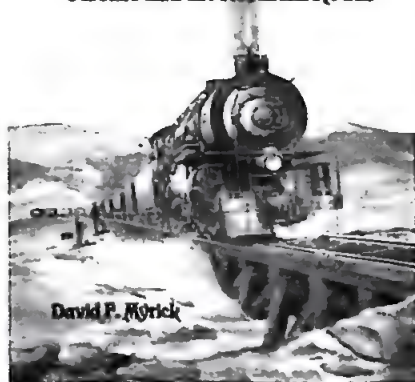
Tom Stamey, Fort Worth, Texas ■

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True Color

Autumn along the Delaware

For 89 scenic miles between Port Jarvis and Deposit, N.Y., the Erie Railroad's Jersey City-Buffalo main line followed the Delaware River. First on the New York side of the waterway, then in Pennsylvania, then back in New York, the double-tracked, semaphore-signalized line hooked to countless heads of the river. Photographer Mike Nelson of Oregon, Wis., hit into one of the sweeping vistas west of Long Eddy, N.Y., on a dazzling October 11, 1971, to record two GE U25B's and an Alco C425 wheeling an NY-98 freight eastward. Mike later determined that he'd erred in selecting this location [see "Second Section," page 87], but the results look pretty good to us.



West Point Route: the South's fraternal twins

A&WP and WofA first met at their namesake Georgia town, but were of different gauges



C. K. Marsh Jr. collection



I. W. King photo; Joel King collection

The *Crescent* hustles west from Atlanta in 1946 behind now-preserved A&WP 4-6-2 290 and at Fairburn, Ga., in June '56 behind three diesels.

First the tracks were built east. Then west. Then west some more. Such were the uncertain beginnings of what became the West Point Route. Construction began on the banks of the navigable Alabama River at Montgomery, the capital. During 1834–41, 32 miles of standard-gauge track extended east toward both West Point and Columbus, Ga., the latter to be on a 29-mile branch. A new corporation, the Montgomery & West Point Rail Road, assumed the work in 1843, and over eight years built to West Point, a total distance of 88 miles. The terrain was easy, crossing no summits or water courses except the Chattahoochee River at West Point. In 1854, the long-planned branch to Columbus was completed, diverging from the main at Opelika, Ala.

Some years earlier, another project, the Atlanta & LaGrange Rail Road, with backing from the Georgia Road ["Fallen Flags Remembered," Fall 2009 CT], had started building 5-foot-gauge track west from East Point, 6 miles south of downtown Atlanta on the Central of Georgia, toward LaGrange, an established town 65 miles away. It took five years to build through LaGrange to the more natural destination of West Point, 87 miles from Atlanta. The near-physical connection with the M&WP did have a defect: the different track gauges, which required

all interchange traffic be transferred.

Wood-burning 4-4-0's of both roads plied their routes while crews tried to keep pine-knot sparks from incinerating either the major goods—cotton—or the frocks of Southern belle riders. Connecting passenger service allowed through travel the 175 miles between Atlanta and Montgomery with only a cross-platform walk. The A&LG was renamed Atlanta & West Point in 1857, and as time passed, the firms evolved into something akin to fraternal twins.

Such was the situation when the Civil War began in April 1861. During the conflict, business boomed on both roads. Troops and materiel flowed back and forth as military actions rose and ebbed to the west and north. In the conflict's final months, devastation struck both segments as General Sherman's Union troops obliterated over a dozen miles of track near Atlanta while another two dozen around Opelika succumbed to General Rousseau's troops.

One of the few blessings of the separate gauges was that the standard-gauge M&WP, being an island in the 5-foot-gauge South, did not have its equipment transferred to other lines. Both the M&WP and A&WP managed to shift equipment back and forth away from Union forces with some success, but when blue uniforms prevailed on the

M&WP, it could not remove its rolling stock and much was destroyed. On April 16, 1865, Union cavalry raided West Point and destroyed the Chattahoochee River bridge, the depot, and most track.

After the war, both roads were rebuilt. During August 1866, the M&WP gauge was broadened to fit with A&WP as well as connections at Montgomery. Thus commenced through freight and passenger service that prevailed for the duration of West Point Route history.

Postwar years were not kind to either firm. The parent of the Central of Georgia and the Georgia Railroad & Banking Company eventually gained control over A&WP to protect their financial interests in it. In 1870, the Western Rail Road of Alabama took over the M&WP after building from Montgomery west 44 miles to Selma. The combined company did not prosper, though, and was sold under foreclosure in 1875. Once again the CofG and the Georgia banking interests stepped forward. The Central took the branch from Opelika to Columbus into its system, making the A&WP/WofA a single, branchless route from Atlanta through West Point and Montgomery to Selma.

Once again gauge became an issue. During May 29–31, 1886, as part of a mammoth project throughout the South to make tracks uniform nation-

wide, A&WP/WofA rails were narrowed back to the standard gauge of 4 feet 8½ inches. In a convoluted series of ownerships and leases, the A&WP/WofA landed in the Family Lines, which eventually included Louisville & Nashville, Atlantic Coast Line, Charleston & Western Carolina, Clinchfield, and the Georgia Road. The A&WP and WofA would remain in "the Family" until the consolidation of all (including ACL's 1967 merger partner Seaboard Air Line) into Seaboard System in 1983. Although legally separate entities, the A&WP and WofA, beginning with the standard-gauging, operated as a single entity and marketed themselves as "The West Point Route."

Related, but different

The West Point Route appeared to many to be an integral partner with the Georgia Railroad, especially since by the 1920s all three were combined in one *Official Guide* entry. Such was not altogether the case, however. The three carriers did share a president-general manager and other joint officers, but on the right-of-way, they were vastly different. While the Georgia was freight-oriented, with just two pairs of heavy-weight passenger trains, the West Point Route had some big-time varnish. Indeed, as late as 1938, total A&WP/WofA train-miles for passenger service significantly exceeded those for freight.

In Atlanta, they did not even share the same passenger facilities, A&WP utilizing Southern's Terminal Station (with Seaboard and Central of Georgia) but Georgia calling a quarter-mile away at Union Station with the L&N; Nashville, Chattanooga & St. Louis (merged into L&N in 1957); and Atlantic Coast Line (the former Atlanta, Birmingham & Coast). Employees at WofA's Montgomery shops cared for WofA and A&WP locomotives and rolling stock, while Georgia folks did the same work at Augusta, 344 miles away near the Savannah River.

Only in Atlanta did the Georgia and A&WP share a roundhouse, at Hulsey Yard



J. Parker Lamb

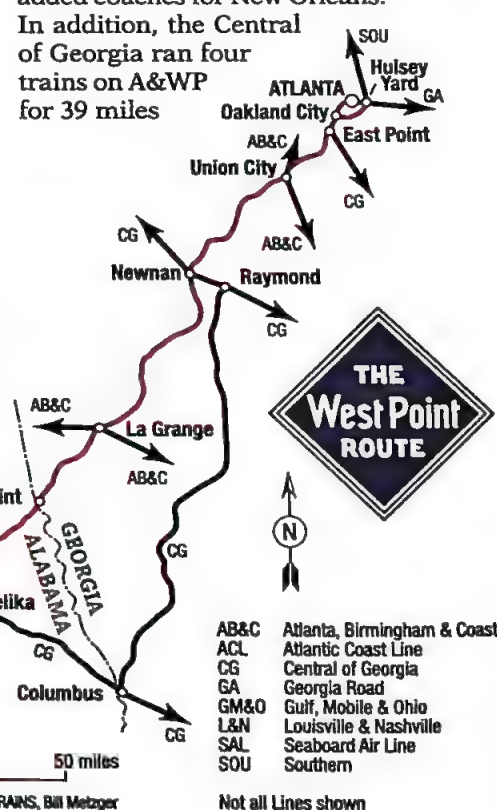
A blue and silver trio of EMD's, WofA GP7 525 and F3 501 sandwiching A&WP GP7 574, leans into a curve with westbound time freight 211 at Opelika, Ala., at 3:30 p.m., February 23, 1955.

via Atlanta Joint Terminals. The freight connection linking them was a 5-mile belt that joined the yard to A&WP at Oakland Junction, 3 miles south of Terminal Station. A&WP and Central of Georgia shared a double-track main from downtown Atlanta through East Point (where CofG's route to Macon and Savannah diverged) to Palmetto.

In addition to the CofG trains near Atlanta and their own locals, A&WP and WofA handled six long-distance through passenger trains between Southern's Washington-Atlanta main line and L&N's Montgomery-New Orleans line. This route cut across the Old South, touching most of the coastal resorts of Alabama and Mississippi en route to the Crescent City.

On the eve of World War II, the West Point Route ran eight daily varnish runs. The *Piedmont Limited* was a heavyweight train with through sleepers between New York, Washington, and New Orleans and through coaches south of Washing-

ton, as well as a heavy mail-and-express business. The flagship, though, was the *Crescent*, trains 37 and 38, the all-Pullman pride of the Southern Railway between New York, Washington, and Atlanta. South of Atlanta, the West Point added coaches for New Orleans.

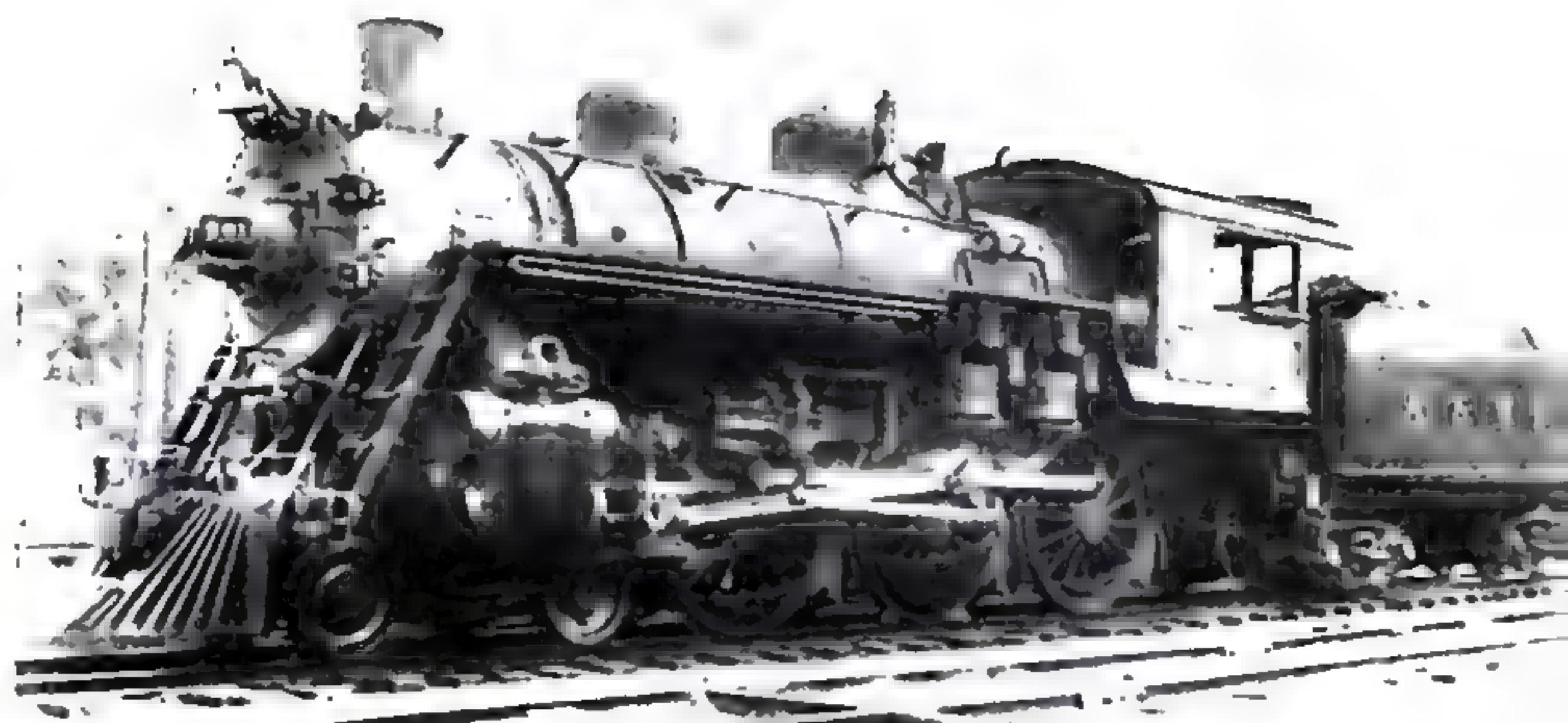


This map represents the West Point's connections during World War II, between GM&O's creation and Atlantic Coast Line absorbing the AB&C.

Fallen Flags Remembered



T. G. King; C. K. Marsh Jr. collection



C. K. Marsh Jr. collection

A&WP 678, built in 1951, was the road's only Baldwin S12 model. Ten-Wheeler 261 was rebuilt in '23 from 1906 Rogers slide-valve 4-6-0 260.

from Atlanta to Newnan, where they diverged east onto Central's Griffin (Ga.)–Chattanooga (Tenn.) line for 6 miles to Raymond and then south on CofG's line to Columbus, Ga., home of the U.S. Army's Fort Benning training center.

The *Crescent* was totally re-equipped with stainless-steel cars built by Budd and Pullman-Standard beginning in 1949 [see pages 46–47]. The West Point's portion of the pool, eight cars, included a baggage car, diner, coaches, sleepers, and a Pullman-lounge-observation car. Pairs of handsome blue-and-silver FP7's replaced equally handsome Pacifics up front. A&WP coach 120 stuck around to

serve on the last Georgia Road mixed that ran into the early 1980s.

Freight business in the 20th century on A&WP/WofA initially focused on on-line farmers and timber merchants. Cotton and cotton products continued to fill boxcars moving to mills at Opelika, Atlanta, and especially West Point. In fact, that community lent its name to a major white goods producer, West Point Manufacturing, which owned the 25-mile Chattahoochee Valley Railway; it originated and terminated valuable traffic for A&WP/WofA.

When coal replaced water power in most of the mills, tonnage was added from L&N origins to sidings all along the West Point Route. Two large stockyards and associated packing houses at Montgomery generated live cattle and fresh meat carloads. In connection with Southern beyond Atlanta, it was said the route offered "one feed service" (at Spencer, N.C.) for live cattle to Jersey City slaughterhouses. Customers at Atlanta and Montgomery generated fertilizer and merchandise, and sand and gravel business grew as road-building and commercial development came.

Eventually West Point's major freight activity was overhead traffic bridged between other Family Lines members at Atlanta (L&N and Georgia, the latter a link to ACL at Augusta) and L&N at Montgomery. The integration showed in trains 208 and 211, through freights with the same numbers on the Georgia and ACL. Chemical traffic from the Gulf Coast destined for downstream processors found the same route from New

Orleans to Atlanta attractive to reach major markets to the east on GA, ACL, and Southern. In a way, the West Point became the Dixie equivalent of the storied Alphabet Route for freight between Chicago and the New York area.

Odd or even?

Although much of the West Point roads' 20th-century steam locomotive fleet looked like the "Georgian Locomotive" memorialized by H. Stafford Bryant Jr. in his book of the same name—a handsome, elegant group—perhaps the most interesting aspect was not the engines' appearance or the roster's make-up, but the numbering system. All series were three digits, and after 1907, WofA used odd-number lead digits while A&WP took the evens. Thus, WofA Pacific 190 was a sister to A&WP 290, bought from Lima at the same time in 1926 and the epitome of their passenger power. Likewise, the last new steam locomotives purchased, in 1944, were two Mikados of a modernized USRA design, WofA 380 and A&WP 480, slotted above assorted lower-numbered 2-8-2's.

From time to time, power was loaned back and forth between A&WP/WofA and the Georgia, so a conscious effort was made to avoid duplicate numbers among the three to make exchanges operationally seamless. Secondhand locomotives joined the rosters, including three WofA 4-8-2's from Florida East Coast for heavy passenger service; two Detroit Terminal 0-8-0's, A&WP 218 and 219, for the Montgomery yard on WofA; and a single 2-8-0, WofA 120, from Bir-

WEST POINT FACT FILE

(comparable figures are for 1929 and 1981)

Route-miles: AWP, 91, 91; WofA, 133, 133

Locomotives: AWP, 24, 11; WofA, 29, 14

Freight cars: AWP, 581, 400; WA, 852, 298

Passenger cars: AWP, 26, 4*; WofA, 21,

11* (* = figures for 1970)

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Notable passenger trains: *Crescent*,

Piedmont Limited

Recommended reading: *Steam Locomo-*

tives and History: Georgia Railroad and West

Point Route, by Richard E. Prince (Prince,

1962), *The West Point Route*, by Robert H.

"Bob" Hanson (TLC Publishing, 2006)

Source: *Historical Guide to North American Railroads* (Kalmbach, 2000)



David Harris

Eastbound 208, with dirty black GP's, works across the CofG diamond at Opelika in June 1976.

mingham Southern. The repair shop at Montgomery also rebuilt five slide-valve 4-6-0's into useful local freight and secondary passenger power in the 1920s.

Aside from eight Baldwin switchers of three models, the West Point Route dieselized during 1948-54 in a manner similar to the Georgia, with a mixture of EMD road types; in fact, EMD references combine all three listings under "Georgia Group." Georgia had the only EMD switchers, NW2's and SW9's in the 900's, and its road units were all 1000's. All WofA and A&WP road power was in the 500's, WofA below 550 and A&WP above. Boiler-equipped WofA 501 was the only F3, while WofA had two FP7's and A&WP four. WofA had GP7's 521-526 and GP9's 530-531, while A&WP had GP7's 571-575. In the later years, some of the early diesels were traded in on GP40 and GP40-2 models or rebuilt into GP16's. Once the blue-and-silver livery was deemed too expensive, the vanilla roster of standard models declined into increasingly drab paint schemes of solid blue, then black, and ultimately, the assimilated "Family Lines System" gray.

The West Point Route had a bit of flash with the streamlined *Crescent* but



C. K. Marsh Jr.

Family Lines got 51 GP38-2's in 1979: 7 CRR, 2 A&WP, 2 GA, 34 L&N, 1 WofA, and 5 SCL.

otherwise seemed to stay obscure. Between the end of passenger service on January 7, 1970, and its 1983 merger into Seaboard System, it quietly went about its work and tried to return a profit. It was generally in the black but never a blue-chip property like the coal-hauling Clinchfield or L&N. Cotton has been replaced by paper, plastics, chemicals, and Mobile, Ala., import/export business, but nevertheless, the West Point Route knit key pieces of the "Family" together and today still offers CSX a direct shot between the Gulf chemical coast and New Orleans eastward to routes radiating out of Atlanta. ■



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Toward the **2-10-4**



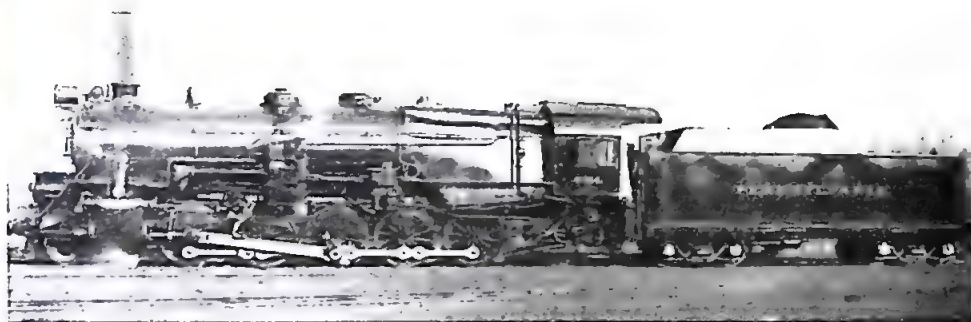
With developmental roots in plodding 2-10-0's and 2-10-2's and high-horsepower 2-8-4's, the 2-10-4 Texas type was the pinnacle of two-cylinder freight locomotive design

By Neil Carlson



Bob's Photo

A Pennsy J1 heaves a freight upgrade on the famous Horseshoe Curve in the Allegheny Mountains west of Altoona, Pa. Built during 1942-44, PRR's fleet of 125 2-10-4's was nearly twice as large as any other road's.



Baldwin photo; H. L. Broadbelt collection

The path to the 2-10-4 began with the 2-10-0 in 1867. Pennsy 11s 4354 (Baldwin, 1923) shows how the Decapod's firebox was limited in size by its location above the rear drivers.

Locomotives of the 2-10-0, 2-10-2, and 2-10-4 wheel arrangements were among the heavyweights of the steam era. The domain of these "ten-coupled" road engines was mainly in the mountains and at the head of heavy freight drags.

The first serious attempt at a ten-coupled road engine resulted in a pair of 2-10-0's being built for the Lehigh Valley in 1867. They were not successful—their long rigid wheelbase was too much for the track of the time. A quarter century passed before the next 2-10-0's, which were six Camelbacks delivered to the New York, Lake Erie & Western (the Erie) in 1891; they worked as helpers on the Gulf Summit hill east of Susquehanna, Pa.

The Erie engines performed well, but the 2-10-0—which by now had acquired the name Decapod for its 10 powered "feet"—did not become popular. Over the next two-dozen years, as the 2-8-0 and then the 2-8-2 became most roads' freight-hauler of choice, only a handful of 2-10-0's were built. Until the advent of air brakes, the type was too much locomotive for most applications. And by the time air brakes were in widespread use, another competing motive power option was available—the Mallet.

The Pennsylvania Railroad, which built or bought 598 class 11s 2-10-0 locomotives between 1916 and 1923, finally made the type a numerically significant design in North America. They initially called the Allegheny Mountains of Pennsylvania home, but eventually worked over many other parts of the vast system. They did their job well, hauling heavy drags of coal, ore, and steel as well as merchandise trains.

Still, relatively few Decapods were built for other roads. Santa Fe bought three. Soo Line owned one, to push on an ore dock. Canadian Pacific built 35 in 1917 for use in the Rockies. In the late 1920s, Lehigh & New England and Western Maryland received some mas-

sive examples; at 419,000 lbs. each, the 20 WM engines were the world's largest 2-10-0's. At the other end of the spectrum, Decapods of about half that weight found favor with short lines and even some Class 1's. Lighter still were the 200 or so "Russian Decapods" built for export but never shipped because of the 1917 Bolshevik revolution; the U.S. Railroad Administration assigned them to various carriers including the Erie, which ended up with 75.

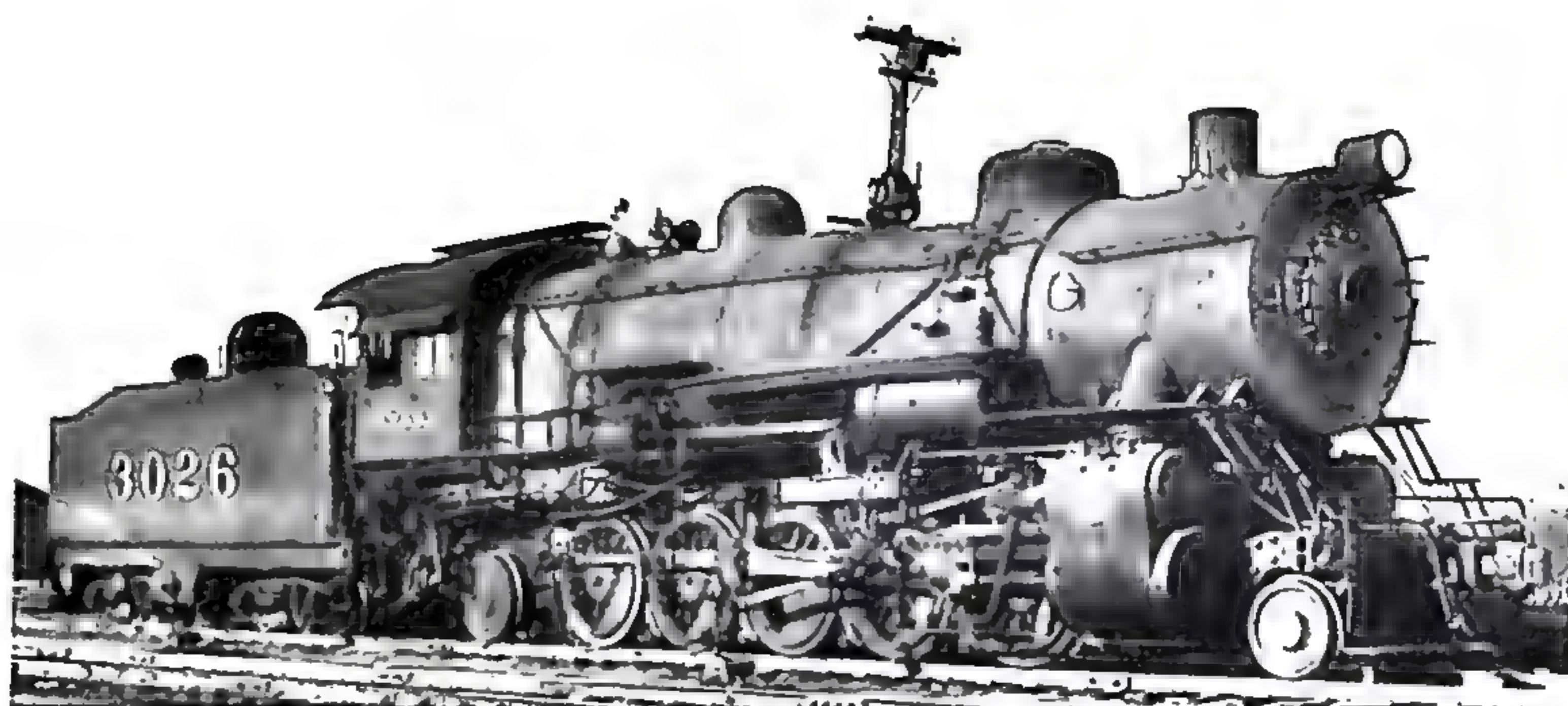
The Decapod's chief attribute was that five of its six axles were powered, giving it excellent adhesion. However, it lacked adequate boiler capacity, and by necessity it had a shallow firebox located above the rear driving wheels, giving it insufficient furnace volume, which was important in promoting complete combustion.

The Decapod could also be tough on track. Large ten-coupled engines generated huge piston thrusts. Accommodating them required heavy main and side rods, which led to balancing problems. The driving wheels of most 2-10-0's were too small for the placement of enough weight for proper counterbalancing. The inadequate balancing could wreak havoc on the track and was tough on the engine itself. Locomotives of this period were built with fabricated frames and cylinders, and the combination of the heavy piston thrusts with inadequate counterbalancing spelled increased shop time because of frame misalignments and loosened component parts. So, in North America, the Decapod became primarily a low-speed engine with limited application.

ENTER THE SANTA FE TYPE

The addition of a trailing truck to the Decapod was the first step toward increasing boiler capacity. A trailing truck permitted a deep firebox, situated behind the rear drivers. Santa Fe was the first road to order a 2-10-2, signing up for 85 from Baldwin in 1903, and the type took the road's name.

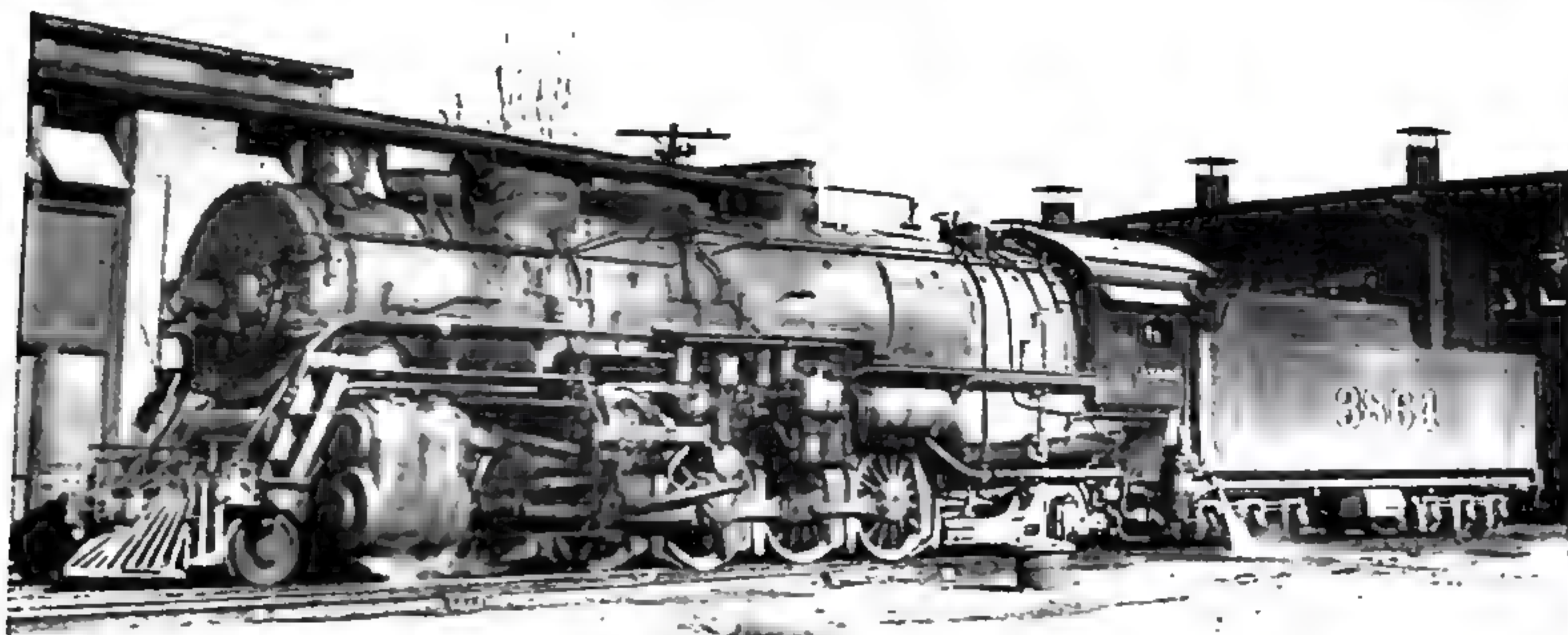
These were little more than a Deca-



C. Barnard photo: Stan Kistler collection

Texas & Pacific 638, from the road's third (1928) order of 2-10-4's, moves out of Mineola, Texas, with tank cars in 1949. It's the last run for the 1-1b before her retirement to the state fairgrounds in Dallas, where neglect and vandalism led to her scrapping. T&P also saved No. 610, which had a happier fate [see page 31].

Though built in 1915, Santa Fe 3026 illustrates the style of the earliest 2-10-2's: low driving wheels, small firebox above the rear drivers, and a trailing axle that carried little weight.



F. J. Peterson

Santa Fe 3864 (Baldwin, 1923) is a "modern" 2-10-2, with 63-inch drivers and a big firebox carried by a substantial trailing truck; a four-wheel trailer was the next major step forward.

pod boiler mounted on a 2-10-2 frame, but subsequent 2-10-2's had greatly improved boilers. Advances in trailing-truck design enabled wider, deeper fireboxes, giving rise to a locomotive with both a boiler of increased capacity and, after the incorporation of trailing-truck centering devices, improved stability. The type further benefited from application of the recently developed lateral-motion device. Fitted to the first and fifth driving axles, it permitted up to an inch of lateral axle travel and gave an engine the ability to handle tighter curves without the need for blind (flangeless) center driving wheels.

The 2-10-2 was quickly recognized as an improvement over the Decapod. Beginning in 1915, large numbers were built and used extensively in heavy freight service, and not just on mountain grades—flatland roads Illinois Central and Atlantic Coast Line were among the major owners. Santa Fe had the most, 342. The last and biggest were delivered to the Reading in 1931.

Overall, about 2,200 were built, but their popularity was short-lived as the type was also not without problems. Although it had a better boiler than the

Decapod, the 2-10-2 was still horsepower-limited. Even though its firebox had a greater volume than a 2-10-0's, its grate area was not dramatically larger. A big ten-coupled engine working hard used lots of steam, and a large grate was required to support the combustion of sufficient coal. Further, the 2-10-2 design did not address the 2-10-0's counterbalancing problems. Like the Decapod, the 2-10-2 was still generally a low-speed drag engine plagued by inadequately balanced drivers, misaligned frames, and high maintenance costs.

American Locomotive Co.'s advocacy of three-cylinder locomotives in the 1920s resulted in a new ten-coupled wheel arrangement: the 4-10-2. The type incorporated many features of the 2-10-2, but with a four-wheel leading

truck to carry the added weight of the middle cylinder. Alco built 49 for Southern Pacific and 10 for Union Pacific (and Baldwin built a demonstrator with a watertube firebox in 1926), but the 4-10-2, like three-cylinder designs in general, never caught on in North America. Instead, the way forward lay in adding a four-wheel *trailing* truck to the 2-10-2.

THE FIRST TEXAS TYPES

The first road to try a 2-10-4 was Texas & Pacific, which ordered 10 from Lima Locomotive Works in 1925. This happened while the builder's 2-8-4 Berkshire prototype—the famous A-1—was still demonstrating in the Northeast and *before* the first Berkshire order came, from Boston & Albany in 1926.



Lima

Lima's A-1 2-8-4 of 1925, with an extra set of drivers, was the template for the first 2-10-4's.



R. S. Plummer

Thus T&P 600–609 became the first railroad-owned Super-Power locomotives to enter service, and the 2-10-4 became known as the Texas type.

The first 2-10-4's were essentially an elongated version of the A-1, with which they shared many specifications. The key firebox dimensions were the same, but unlike the A-1, the longer boiler had room for a 42-inch combustion chamber, and the firebox contained two Nicholson thermic syphons—important appliances for boosting boiler capacity. Boiler pressure was increased 10 PSI over the A-1 to 250 PSI. On the other hand, the A-1's 63-inch drivers, fabricated frames, and 60 percent limited cut-off were all retained. And, like most T&P power, the 600's burned oil, not coal.

The Texas types proved to be capable machines, and they replaced 2-10-2's in heavy freight service on T&P's roller-coaster main line. They bettered the 2-10-2's by hauling 40 percent more tonnage at greater overall speeds using 40 percent less fuel. T&P went back to Lima four more times for additional Texas types of the same basic design during 1927–29, amassing a total of 70, the second-largest 2-10-4 fleet.



E. T. Harley

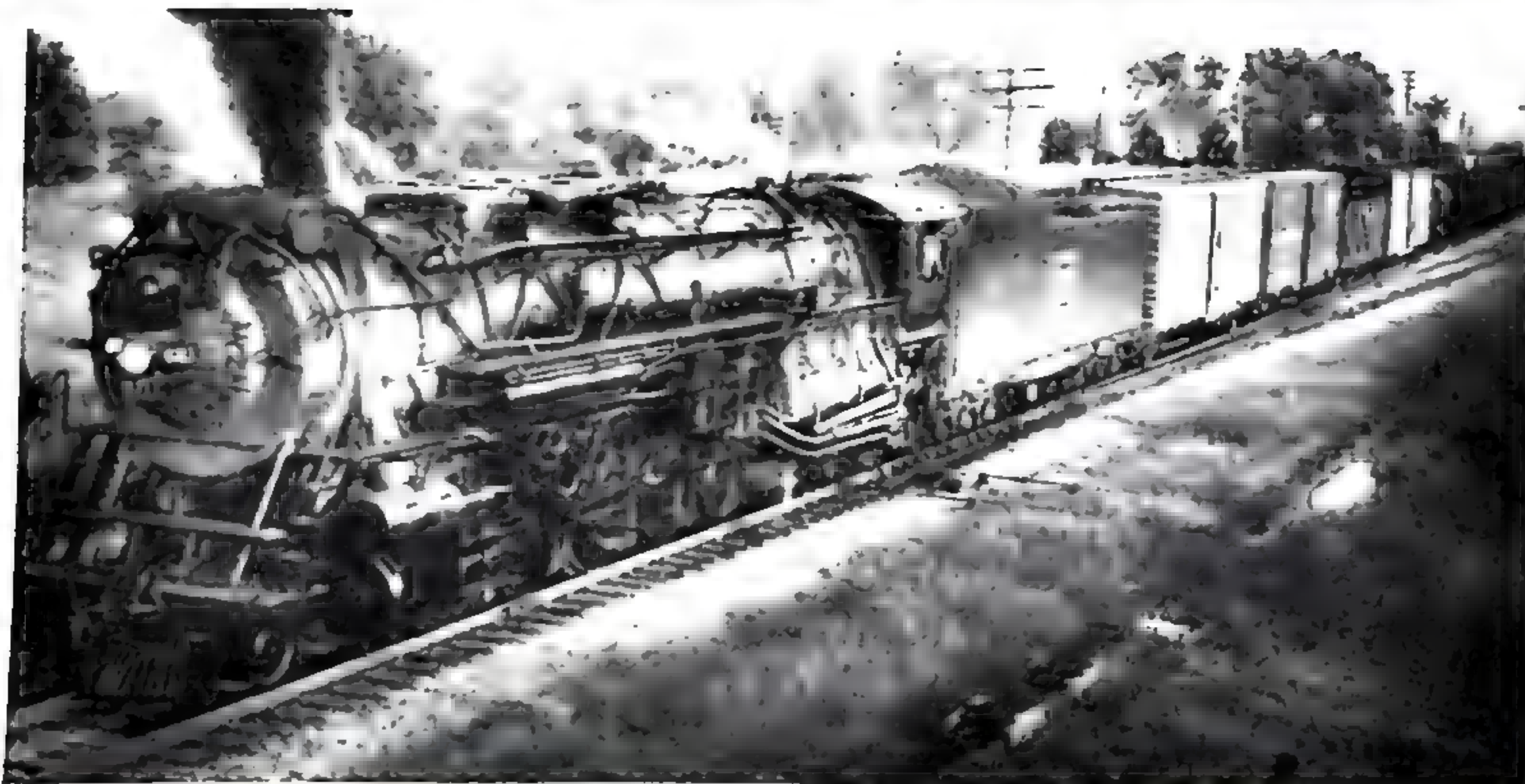
Virtual duplicates of the T&P I-1, Chicago Great Western's T-1 looked different, thanks to the lack of an Elesco feedwater heater above the smokebox. CGW 863 leaves Chicago in late 1945.

The immense firebox made possible by the four-wheel trailing truck gave the 2-10-4 a boiler with a greatly improved steaming capacity. The combination of the large grate, a combustion chamber, and thermic syphons produced a high-horsepower boiler, probably the most powerful at that time on a two-cylinder locomotive. But, while the

steaming capability problems of the 2-10-0 and 2-10-2 had been resolved, the balance problems remained. While these engines had the power to move a heavy freight relatively fast, they could not do so without risk of damaging track and locomotive. Even with these shortcomings, the 2-10-4 in its original form was bought by several roads.



Philip R. Hastings



Rail Photo Service: Edward P. Street Jr.



Robert Bruneau

Burlington's M-4 was another slow but powerful 2-10-4; in summer 1957 (middle above), No. 6311 pulls into Centralia, Ill., with boxcars and coal. The M-4 was the basis for Bessemer's H1's, 18 of which ended up on the Missabe; DM&IR 710 (at Proctor in 1955) was B&LE 631.

Central Vermont 703 is north of Brattleboro, Vt., with a southbound freight in December 1952. The T-3-a's shared many traits with the modern power of CV parent Canadian National, which had 2-10-2's but no 2-10-4's.

In 1930-31, after delivery of the T&P 2-10-4's, Lima provided Chicago Great Western with 21 of essentially the same design, the chief difference being that they were coal-burners. Baldwin also delivered 15 of this design, giving CGW a total of 36 Texas types. The first 18 of the Limas had trailing-truck boosters, while the last 3 Limas and the last 3 Baldwins sported unique Bethlehem rear-tender-truck boosters. In the late 1930s, CGW modernized all 36 with lightweight rods, roller bearings, disc-type main drivers, and rebalancing. Nevertheless, they were retired between 1948 and '50, victims of CGW's relatively early switch to diesels.

Similarly, T&P conducted a modernization program during 1937-41. As individual locomotives came due for shopping, they were fitted with lightweight multiple-bearing crossheads, lightweight rods, and disc-type main drivers with better counterbalancing

for higher-speed operation. In 1947, nine were again rebuilt—this time with integrally cast frames and cylinders, roller bearings on all engine axles, and replacement of the Lima articulated trailing truck with a cast-steel Delta design. Nevertheless, such improvements were no match against diesels, and the road that originated the type retired its last ones by August 1951.

BALDWIN AND ALCO GET IN THE ACT

After the T&P deliveries had begun, Baldwin, American, and Montreal Locomotive Works (Alco's Canadian affiliate) created new 2-10-4's to their own designs. In 1927 Baldwin built 12 huge ones for the Burlington. Weighing half a million pounds, they had 31x30-inch cylinders, 60 percent limited cut-off, 64-inch driving wheels, 49½-inch combustion chambers, a boiler pressure of 250 PSI, and a grate area of 106.5 square feet. Another six followed in 1929. In the late 1930s they were modernized by reducing cylinder diameter to 28 inches, eliminating limited cut-off, installing disc-type main driving wheels, and rebalancing the drivers. Known as the Colorado type on the CB&Q, they found a home in the southern Illinois coal fields, where several were used right up to the end of Q steam in January 1959.

In 1929-30, Baldwin built 10 more—closely based on the Burlington design

—for Bessemer & Lake Erie [see "Tough Texans of the Bessemer," Winter 2000 CLASSIC TRAINS]. B&LE followed up with 10 more Baldwins in 1936, 10 from Alco in '38, and a final 17 from Baldwin during 1941-44. By the time the last ones were built, their weight had grown from 502,630 to 523,600 lbs. B&LE's stock in trade was heavy coal and iron ore service between Pittsburgh and the Lake Erie port of Conneaut, Ohio. In 1951, the dieselizing B&LE sold 18 to sister U.S. Steel road Duluth, Missabe & Iron Range, which kept some in steam into the winter of 1959-60.

Alco's first 2-10-4 order came from Central Vermont, in 1928. The 10 CV engines were the largest steam locomotives in New England—but the smallest 2-10-4's built for use in North America,

weighing only 419,000 lbs. Their 60-inch drivers were the lowest used on a domestic Texas type, and counterbalance problems restricted them to 35 mph. Nonetheless, they dominated through freight service on CV until diesels replaced them in the mid-1950s.

In 1928, Henry Bowen, Canadian Pacific's new Chief of Motive Power, instituted an effort to design a new locomotive for the western mountains using the same boiler as the road's two K1 class 4-8-4's, which entered service that same year. Montreal Locomotive Works got the order, and in 1929 delivered 20 class T1a 2-10-4's—the largest locomotives to operate in Canada at that time. They weighed 452,500 lbs., about the same as a T&P Texas. Cylinders were 25½x32 inches, matched to 63-inch



Albert M. Rich collection

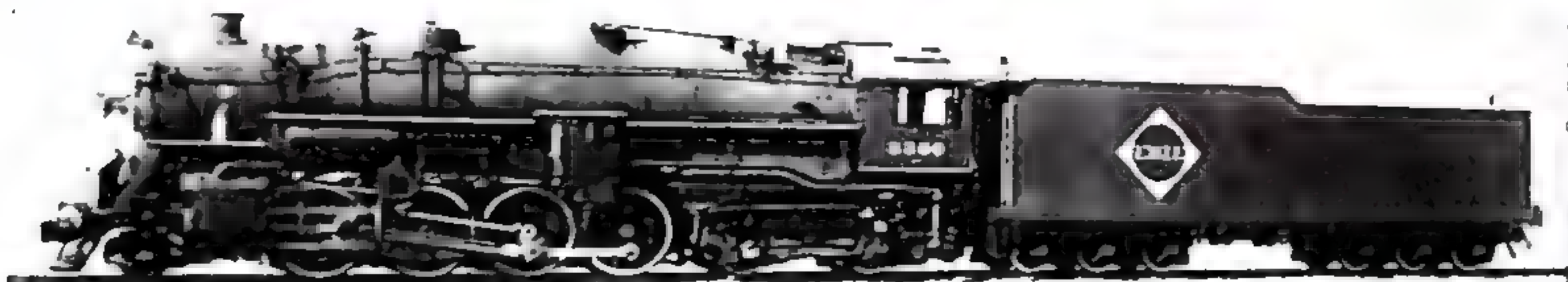


Canadian Pacific

Canadian Pacific 5919 (top, at Field, B.C.) was the last of 20 T1a heavy freighters, all built in 1929. Subsequent T1's were similar mechanically but wore distinctive semi-streamlined styling for passenger service, as 5927 demonstrates with the *Dominion* west of Banff, Alta.

TEXAS TALLY: 430 ENGINES FOR 10 ROADS

Railroad	Class	Road No(s).	Quantity	Builder	Year(s)	Notes
ATSF	3800	3829 ^a	1	Baldwin	1919	a) 2-10-2 with 4-wheel trailer
	5000	5000	1	Baldwin	1930	
	5001	5001-5010	10	Baldwin	1938	
	5011	5011-5035	25	Baldwin	1944	
B&LE	H1a	601	1	Baldwin	1929	621-631, 635, 637, 638, 641, 645-647 to DMIR 700-717 in 1951
	H1b	602-610	9	Baldwin	1930	
	H1c	611-620	10	Baldwin	1936	
	H1d	621-630	10	American	1938	
	H1e	631-635	5	Baldwin	1941	
	H1f	636-637	2	Baldwin	1942	
	H1g	638-647	10	Baldwin	1943-44	
CPR	T1a	5900-5919	20	Montreal	1929	b) 3-cyl. experimental
	T1b	5920-5929	10	Montreal	1938	
	T1c	5930-5935	6	Montreal	1949	
	T4a	8000 ^b	1	CPR	1931	
CV	T-3-a	700-709	10	American	1928	
C&O	T-1	3000-3039	40	Lima	1930	
CB&Q	M-4	6310-6327	18	Baldwin	1927, 1929	
CGW	T-1	850-864	15	Lima	1930	
	T-1	880-882	3	Lima	1931	
	T-2	865-873	9	Baldwin	1930	
	T-3	874-879	6	Baldwin	1930	
	T-3	883-885	3	Lima	1931	
KCS	J	900-909	10	Lima	1937	
PRR	J1	6150-6174	25	PRR	1943-44	
	J1, J1a	6401-6500	100	PRR	1942-43	
T&P	I-1	600-609	10	Lima	1925	
	I-1a	610-624	15	Lima	1927	
	I-1b	625-639	15	Lima	1928	
	I-1c	640-654	15	Lima	1928	
	I-1d	655-669	15	Lima	1929	



Worthington

Just as Lima's A-1 inspired the early 2-10-4's, Erie's S-3 led to C&O's T-1—the first fast Texas.

driving wheels; grate area was 93.5 square feet. All were oil burners. CPR put them to work in mainline freight service in the Rockies out of Field and Revelstoke, British Columbia.

The most unusual North American 2-10-4 emerged from CPR's Angus Shops in Montreal in 1931. Experimental class T4a No. 8000 had three cylinders and a multi-pressure boiler that supplied 250 PSI steam to the two outside cylinders and 850 PSI steam to the inside cylinder. Unsuccessful, it was retired in 1936.

Canadian Pacific ordered 10 more 2-10-4's from MLW in 1938. Other than a 10 PSI increase in boiler pressure to

285 PSI, dimensionally they were the same as their predecessors. Their appearance was another story. Intended for passenger service, they were semi-streamlined in the manner of the road's 4-4-4 Jubilees and 4-6-4 Royal Hudsons and painted in the CPR passenger livery [see "Bowen's Beauties," STEAM GLORY 2004]. They were named Selkirk types after the mountain range through which they ran. MLW built six more in 1949, bringing CPR's 2-10-4 total to 36. They were the last steam locomotives acquired by the road, the last standard-gauge steam locomotives built for use in Canada, and the last 2-10-4's built for service in North America.

Chesapeake & Ohio T-1 3006 makes 60 mph with a 5,000-ton merchandise train south of Linworth, Ohio, around 1940. The high-wheeled 2-10-4's of the 1930s and '40s were at their best on fast, heavy freights, although many—including the C&O's—toiled more on low-speed drags.



Despite the late date of the final Selkirks' construction, and their suitability for their intended service, they were hardly the last word in 2-10-4 design. The full realization of the type's potential began two decades previously.

POWER WITH SPEED

In 1929 the principal railroads controlled by the Van Sweringen brothers—Chesapeake & Ohio, Erie, Nickel Plate Road, and Pere Marquette—created a design and engineering bureau, the Advisory Mechanical Committee (AMC), for the development of common locomotive and rolling stock designs. Under the direction of William G.



Glenn Grabill Jr.

Black, one of the committee's first tasks was to develop a new locomotive for C&O that could run through on coal drags from Russell, Ky., to Toledo, Ohio, replacing 2-10-2's and 2-8-8-2's.

The original thinking was to build a big Berkshire, and the AMC used an Erie 2-8-4 as its starting point. Erie S-3 No. 3377, a 1928 Baldwin without limited cut-off, was borrowed for tests. C&O increased the 3377's boiler pressure (to increase the tractive force) and added weight (to keep the factor of adhesion the same with the higher pressure), and then began a series of trials.

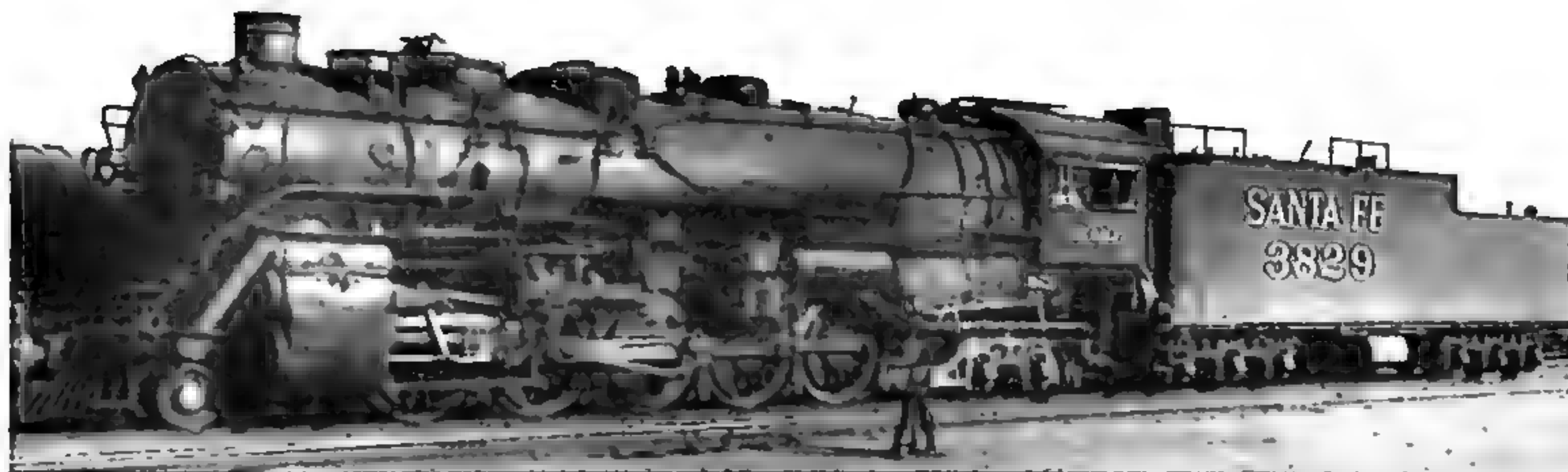
Results showed that while the S-3 was a capable machine, the 2-8-4 wheel

arrangement was not adequate. The AMC liked the S-3's boiler capacity and the speed capabilities of its 70-inch drivers, but the engine did not have enough tractive force—it couldn't match the raw pulling power of the H-7 class 2-8-8-2's in use. So the AMC stretched the S-3 design into a 2-10-4.

The AMC's ten-coupled design called for driver diameter to be reduced to 69 inches in deference to a huge boiler equipped with a 66-inch combustion chamber and two thermic syphons. The main drivers were cross-balanced. Cylinders were 29x34 inches compared with the S-3's 28½x32; boiler pressure was raised from 225 PSI to 260. This all

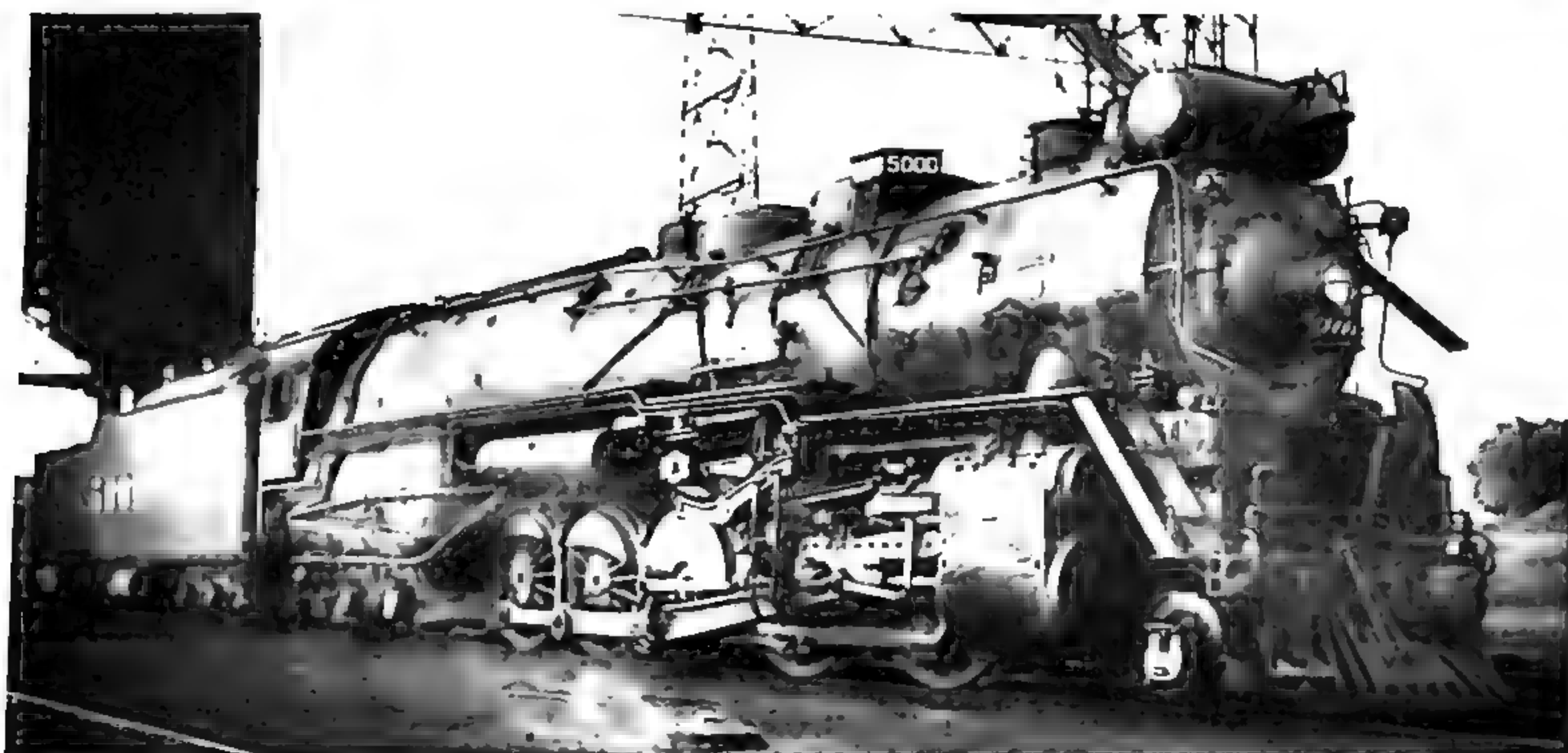
resulted in an engine with a rated tractive force of 93,350 lbs. The addition of a trailing-truck booster brought this up to 108,625 lbs.—almost identical to that of the 2-8-8-2. With 373,000 lbs. on the drivers, the factor of adhesion would be a very satisfactory 4.07. Overall engine weight would be 566,000 lbs. Most other measurements were proportional enlargements of the S-3. Upon completion of the design phase, C&O put out to bid for 40 engines; Lima got the job.

C&O gave its new 2-10-4 the class designation T-1. The first, No. 3000, was delivered in August 1930 and the last three months later. All were quickly put to work hauling 160-car, 13,500-ton coal



T. H. Cole Jr.

Technically the first 2-10-4, Santa Fe 3829 was really just a 2-10-2 with a four-wheel trailer.



W. O. Gibson

No. 5000 was Santa Fe's first 2-10-4 designed as such; greatly enhanced versions followed.

trains. With the exception of two short helper districts, they were able to handle this job single-handedly. Dynamometer-car tests showed the engines capable of 4,000 h.p. at the drawbar. The high-drivered T-1's could also handle fast freights, and were said to be capable of 5,000 drawbar horsepower in this service. The speed deficiency of the early 2-10-4's had been solved with driving wheels big enough to hold sufficient counterweight. However, C&O's T-1's were to spend most of their 22-year lives on low-speed coal drags.

The second chapter in the T-1 story occurred during World War II on the Pennsylvania Railroad. As war traffic soared, Pennsy found itself in urgent need of a new freight locomotive that could handle the mountain grades of the Pittsburgh Division west of Altoona, yet still make time with manifest freights on the flatlands of Ohio and Indiana. Wartime restrictions prevented development of its own new design, so the PRR looked at what its neighbors were using. The road borrowed a Norfolk & Western A class 2-6-6-4 (No. 1208) and a C&O T-1 (No. 3015) for tests. Both locomotives were major departures for PRR, which had only a few, low-speed articulateds and no engines at all with four-wheel trailing trucks. Perhaps with its huge fleet of

successful Decapods in mind, Pennsy picked the ten-coupled T-1.

Pennsy adopted the AMC design with only slight changes. Initially, Lima was to build 25 engines, with PRR's Altoona shops completing another 100. But the Lima order was canceled and Altoona built all 125, during 1942-44. Designated PRR class J1 and J1a, they were mammoth machines; at 577,975 lbs., they were the heaviest 2-10-4's built. They had many non-Pennsy features, such as outside-bearing pony trucks, Delta four-wheel trailer trucks, radial-stay (not Belpaire) fireboxes, and Baker valve gear. Nonetheless, the J1's managed to have a Pennsy look, thanks to PRR-designed "coast-to-coast" tenders, drop-coupler pilots, high-mounted headlights, and keystone number plates. Considered by many to be the finest steam power the railroad ever owned, they worked until the end of PRR steam in late 1957.

PUSHING THE ENVELOPE

Meanwhile, the idea of a fast 2-10-4 had taken hold on a railroad that could really exploit its potential—the Santa Fe. (ATSF already had a "slow" 2-10-4 in the form of engine 3829, built in 1919 amid a series of otherwise identical 3800-class 2-10-2's; neither duplicated nor converted to a 2-10-2, the 3829 was

technically the very first 2-10-4.) Although it had been in contact with the AMC during the development of the C&O T-1, Santa Fe designed its own 2-10-4 as part of an effort that dated to 1927 [see "Charles T. Ripley: Santa Fe's Unheralded Chief Mechanical Engineer," Fall 2007 CLASSIC TRAINS]. Baldwin, builder of all modern Santa Fe steam power, completed prototype No. 5000 in 1930. It had 69-inch drivers, a frame integrally cast with the cylinders (one of the very first locomotives so equipped), and large 30x34-inch cylinders. It was designed for operation at 60 percent limited cut-off. The boiler had syphons in the firebox and combustion chamber and carried the very high pressure (for the day) of 300 PSI. The engine tested successfully, but there were no immediate follow-on orders thanks to the onset of the Great Depression. No. 5000's singular status earned it the nickname "Madam Queen."

In December 1936, with economic recovery in sight, Santa Fe ordered 10 more 2-10-4's, five as coal-burners and five as oil-burners. Although they owed much to No. 5000, the 5001 class was a new design, bigger in almost every respect but cylinder dimensions. The new engines outweighed Madam Queen by 43,000 lbs. Their drivers were 74 inches, the tallest wheel under any Texas type. The boilers were larger and carried a pressure of 310 PSI. Rated tractive force was 93,000 lbs. The 5001's produced piston thrusts of 219,000 lbs., highest of any steam locomotive in the world. Baldwin followed with a further 25 oil-burners (5011 class) in 1944. These engines hold the record of being the most powerful two-cylinder locomotives ever built, being capable of 5,500 drawbar horsepower at about 40 mph.

The Santa Fe had initially intended to use these locomotives on its main line across New Mexico and Arizona. But the arrival of EMD's FT freight diesels during the war bumped the 2-10-4's to the territory east of Belen, N.Mex., through Texas, Oklahoma, and Kansas. The Texas types ran primarily in fast freight service, and during the war they also handled extra passenger trains. They ended their days in helper service out of Belen, with the final calls coming in August 1957. The previous summer, power-short PRR leased a dozen of the 5011's for use on its Sandusky-Columbus (Ohio) coal line, where they worked beside Pennsy's own J1's.

One month before Santa Fe ordered the 5001's from Baldwin, Kansas City Southern contracted with Lima for 10 large 2-10-4's. Designated class J, they featured all-weather cabs and green-

The 2-10-4 reached its zenith in Santa Fe's 5001 and 5011 classes, extraordinarily potent machines with room to show their stuff in the wide-open West. In July 1957, near the end of Santa Fe steam, No. 5027 helps four F units on a reefer block up the Abo Canyon grade east of Becker, N.Mex.



Ed Gerlits

painted boiler jackets [see "Green Giants," STEAM GLORY 2, 2007]. This final Texas design was broadly similar to the ATSF 5001's, with 310 PSI boilers, one-piece frame and cylinder castings, and a tractive force of 93,000 lbs. Cylinders were 27x34 inches, and the pony and driving axles were equipped with roller bearings. But, compared with the latest Santa Fe design, the KCS engines had lower drivers, less heating surface, and smaller grates, and they weighed less by about 30,000 lbs. The first five were oil-burners; the last five burned coal.

The J's replaced lumbering 2-8-8-0 Mallets on KCS's undulating main line running south from Kansas City to De-



Philip R. Hastings

On lease to PRR, Santa Fe 5013 meets Pennsy J1 6161 at Attica Junction, Ohio, in August '56.

TEXAS TYPES COMPARED: A SAMPLING OF CLASSES

Railroad	T&P	CB&Q	CV	CPR	C&O	PRR	ATSF	KCS
Class	I-1 (all)	M-4	T-3-a	T1c	T-1	J1, J1a	5001	J
Cylinders:								
bore x stroke (in.)	29x32	31x32	27x32	25½x32	29x34	29x34	30x34	27x34
maximum cut-off	60%	61.4%	60%	86%	80%	80%	60%	85%
Driver diameter (in.)	63	64	60	63	69	69	74	70
Boiler:								
pressure (psi.)	250	250	250	285	260	270	310	310
grate area (sq. ft.)	100	106.5	84.4	93.5	121.7	121.7	121.5	107
fuel	oil	soft coal	soft coal	oil	soft coal	soft coal	coal/oil	coal/oil
combustion chamber (in.)	42	50	48	60	66	68	72	75
tube length (ft.- in.)	21-6	21-6	22-0	20-6	21-0	20-10	21-0	21-0
syphons	2	none	2	none	3	none	3	none
heating surfaces:								
evaporative (sq. ft.)	5,113	5,904	4,703	4,928	6,635	6,568	6,075	5,154
superheater (sq. ft.)	2,100E	2,487E	2,208E	2,112E	3,030E	2,930E	2,675E	2,075E
Weights in working order:								
drivers (lbs.)	300,000	353,820	285,000	311,200	373,000	379,493	371,680*	353,300*
engine (lbs.)	448,000	512,110	419,000	449,000	566,000	575,880	545,260*	514,000*
tender (lbs.)	275,200	385,800	269,600	283,500	415,000	411,500	359,900*	359,690*
Rated tractive force	96,000B	90,000	89,000B	89,400B	106,584B	110,100B	93,000	93,300
Factor of adhesion	3.62	3.93	3.81	4.05	4.07	3.99	4.00*	3.79*
Tender capacity:								
fuel	5,000 gal.	24 tons	20 tons	4925 gal	30 tons	30 tons	7,000 gal.	4,500 gal.
water (U.S. gal.)	14,000	21,500	13,500	13,800	23,500	21,000	20,000	20,700*

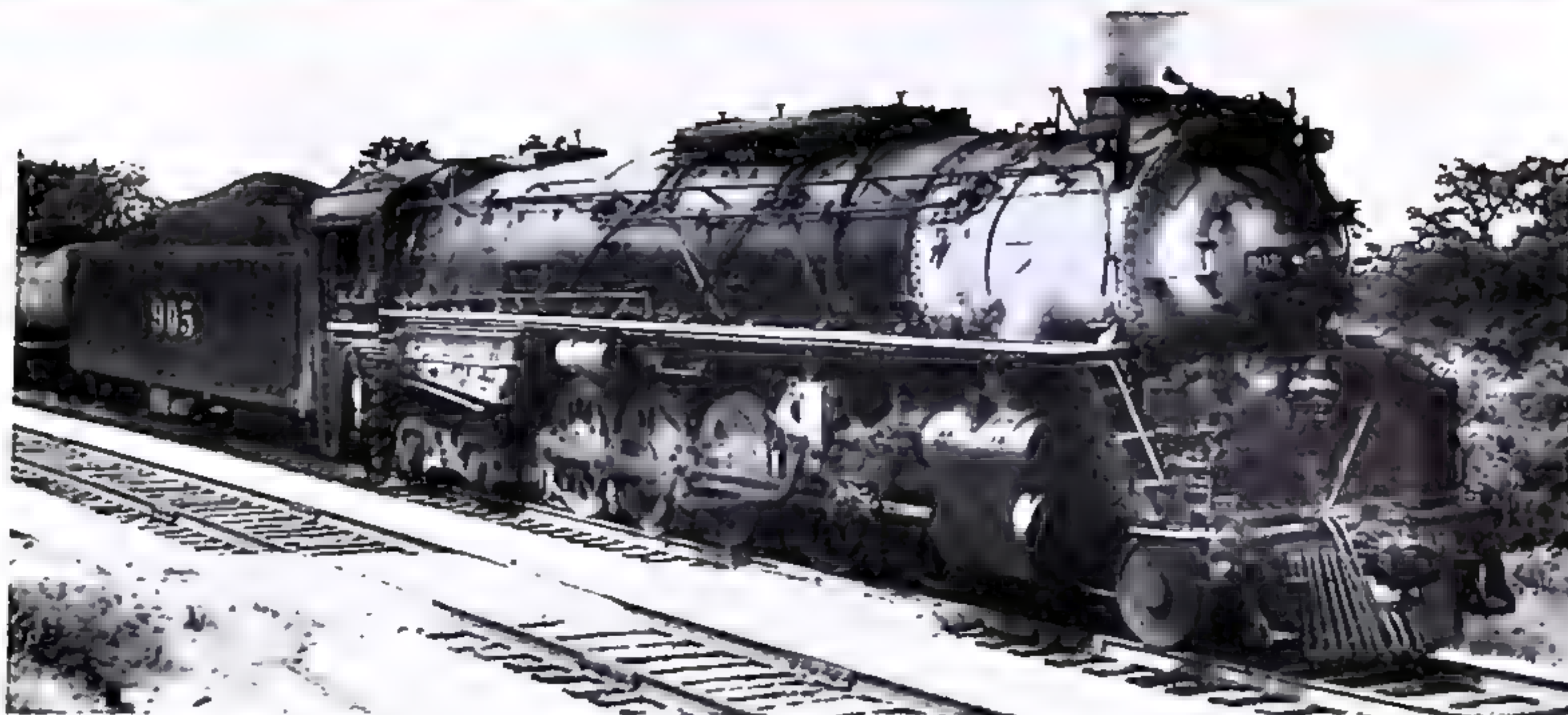
E or A = type E or A superheater; B = tractive force including booster; * = figures for coal-burners

Queen, Ark. Their tractive force was in line with that of the Mallets, but a J could move the same train with greater speed and efficiency. KCS's operating style was similar to CGW's in that trains were long and heavy. The 2-10-4 was a good fit in this environment, and the KCS J's lasted until 1952.

END OF THE TEXAS TRAIL

After the 1937 introduction of the KCS and Santa Fe engines, development of the 2-10-4 stopped. The reason had to do with competing steam locomotive types, the intervention of World War II, and, of course, the arrival of the diesel. The Texas type was intended for hauling heavy trains and/or operating in mountainous territory, but 2-8-8-2 and 2-8-8-4 articulateds were better suited to this service. And while high-driven 2-10-4's were stars on a few roads, others embraced the 2-6-6-4 or 4-6-6-4 types for fast freight service.

Compared with the 2-10-4, a modern articulated had many advantages. It could mount a more powerful boiler, had greater tractive force, produced more power at the drawbar, and had a shorter rigid wheelbase. Further, with four cylinders, piston-thrust and counterbalance problems could be more easily kept to a manageable level. An artic-



Preston George

Designed around the time of Santa Fe's Baldwin 5001's, Kansas City Southern's Lima-built class J's took 2-8-8-0-sized trains and ran with them; J 905 is pictured after World War II.

ulated could generally be expected to outperform a 2-10-4 in the same service. Nonetheless, to some roads this didn't matter, and they still chose the 2-10-4. This was because they'd had bad experiences with articulateds in the past (Santa Fe and Pennsy); because they had infrastructure limitations that would have required enlarging shops, roundhouses, and other facilities to accommodate the larger engines (KCS); or because management had a conservative bent (CPR). On others, the 2-10-4 was a good fit for train size and terrain

(T&P, CGW, CB&Q, and CV).

Of course, there was yet another alternative. Diesel-electric locomotives also excelled in the service for which the 2-10-4 was intended. World War II had held the diesel at bay, but afterward, when wartime restrictions were lifted, the end was in sight. No railroad that had sampled diesel road power was about to order more 2-10-4's. ■

More online

Learn more about Texas type locomotives at our website, www.ClassicTrainsMag.com

Texas types today

Nine survive, from the Lone Star State to Alberta and Quebec

By Robert S. McGonigal



Thomas R. Schultz

T&P 610 blasts through Lula, Ga., on an October 26, 1980, Atlanta-Toccoa excursion; it was her last Southern trip before she returned to Texas.

Students of locomotive design will find in the nine surviving Texas types a good representation of the major steps in 2-10-4 development—with one major exception.

Texas & Pacific donated No. 610, an example of the early, low-driven Lima designs, for display in Fort Worth. The I-1a was reactivated to pull the *American Freedom Train* in Texas for a month in early 1976. Greater fame came when Southern Railway leased the 610 for excursion service beginning in July 1977. The engine is now stored indoors at the Texas State Railroad in Palestine.

Bessemer 643 was stored during the 1960s and '70s at the road's Greenville, Pa., roundhouse before being acquired by a preservation group in 1983. The 1944 Baldwin shares most specs with B&LE's first Texas of 1929, which itself was based on Burlington Route's 1927 Baldwins. The 643 now faces an uncertain future on an industrial siding in McKees Rocks, Pa.

Two more examples of early 2-10-4 design—mechanically, at least—are Canadian Pacific T1c Selkirks 5931 and 5935. Built in '49, they are semi-streamlined, passenger-liveried versions of the road's T1a's of 1929. No. 5931 is dis-



Kelly Lynch

Clockwise from above: B&LE 643 languishes on an industrial siding in McKees Rocks, Pa. CPR 5931 stands at the entrance to a heritage park in Calgary. ATSF 5000, one of five extant Santa Fe 2-10-4's, was spiffed up and moved in 2009 to a new display site in Amarillo.

played at the entrance to Heritage Park Historical Village in Calgary, Alberta, while 5935 is at the Canadian Railway Museum in Delson, Quebec.

The high-speed designs of 1930 and later are represented by five Santa Fe engines. One-of-a-kind No. 5000 is a park display in Amarillo, Texas. Giant 5011-class engines are on display at St.



C. van Steenis



Evan Werkema

Louis (5011, Museum of Transportation); Green Bay, Wis. (5017, National Railroad Museum); and Santa Fe, N.Mex. (5030, Salvador Perez Park); and in storage at Sacramento (5021, California State Railroad Museum).

Alas, no landmark 1930 C&O T-1's or the wartime Pennsy J1's built to their blueprints escaped the torch. ■



Ed Wojtas

Time travel in 1966

An Iowa circle trip transported me back
to when passenger trains really mattered

By Stephen Crews Wylder

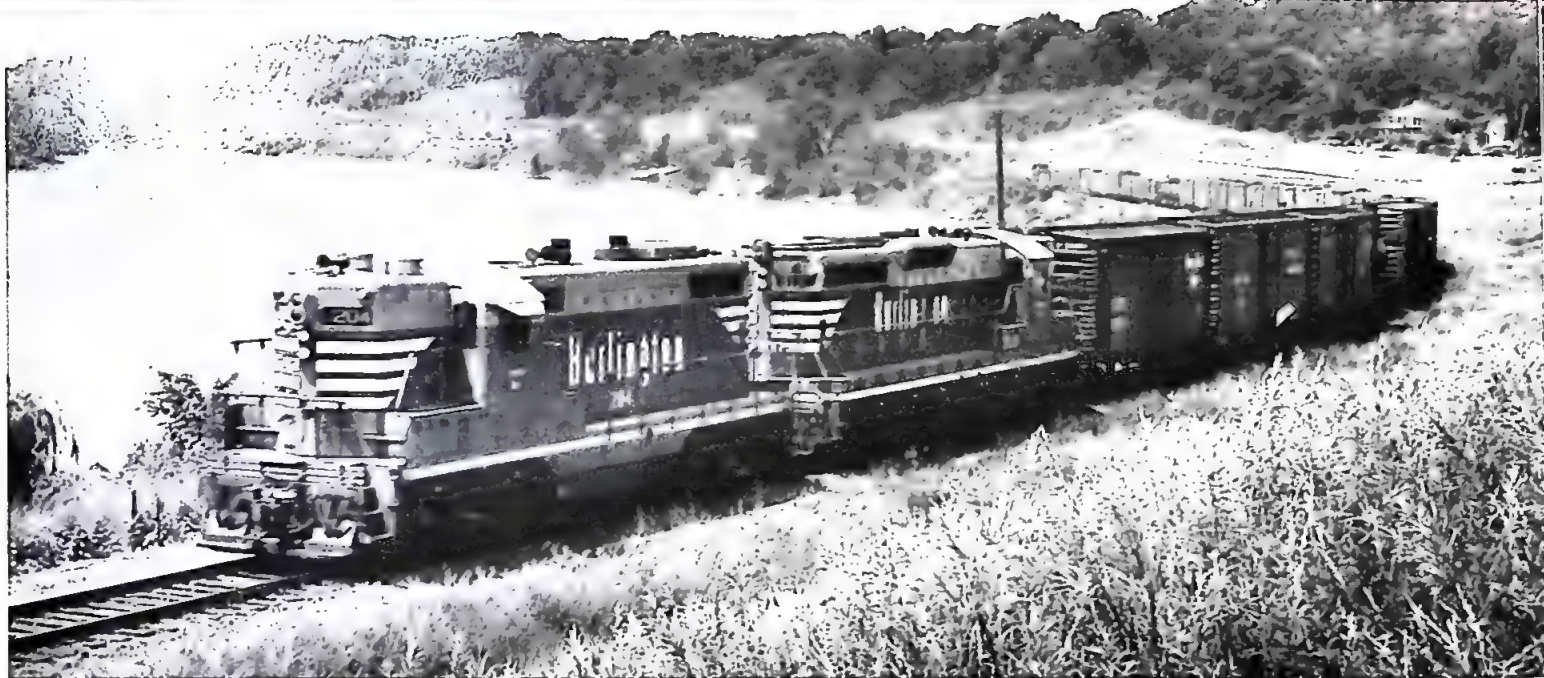
The calendar in my Iowa City home was turned to December 1966. I was a 15-year-old railfan, and was convinced I'd been born too late. Each issue of *TRAINS* magazine brought news of passenger trains making their last runs—trains I'd never have a chance to ride. When the Western Pacific petitioned the Interstate Commerce Commission to drop its portion of the *California Zephyr*, the action alerted railfans and train riders alike that no train, however famous, was safe from discontinuance. I was determined to ride as many

trains as possible, especially the ones that could transport me through time as well as space—the kind of trains that would give me the impression, however fleeting, that I'd traveled back to an era when passenger trains really mattered. With timetables in hand, I plotted out possible itineraries. Eventually I came up with a 24-hour circle trip, entirely within the state of Iowa, that was well within my budget.

So it was that on Christmas Eve 1966 I walked to the Rock Island depot in Iowa City and spent \$3.69 for a one-way ticket to Des Moines, and \$5.74 for a ticket from Albia back to Iowa City via

Burlington and West Liberty. Des Moines to Albia? I'd have to buy the ticket in Des Moines for that second leg of the trip, as Burlington Route's mixed train from Des Moines to Albia wasn't in the tariff.

About 2:15 on Monday morning, December 26, I hurried across the Iowa River bridge to the depot, only to learn that Rock Island No. 9, scheduled to depart at 2:40, was more than an hour late. When it did arrive, sometime after 4 o'clock, the conductor assured me I'd be in Des Moines, which was 120 miles away, by 7 a.m. That would give me 15 minutes to get over to the CB&Q station



R. Ball

Above: Evoking the aura of CB&Q's seldom-photographed Des Moines–Albia mixed is this freight north of Davenport, Iowa, in 1966.

Left: On April 15, 1960, Rock Island 10, the *Corn Belt Rocket*, arrives in Des Moines from Omaha. At this depot, my first layover point, I had a can of chili and a Coke for breakfast.

before the mixed train was due to leave.

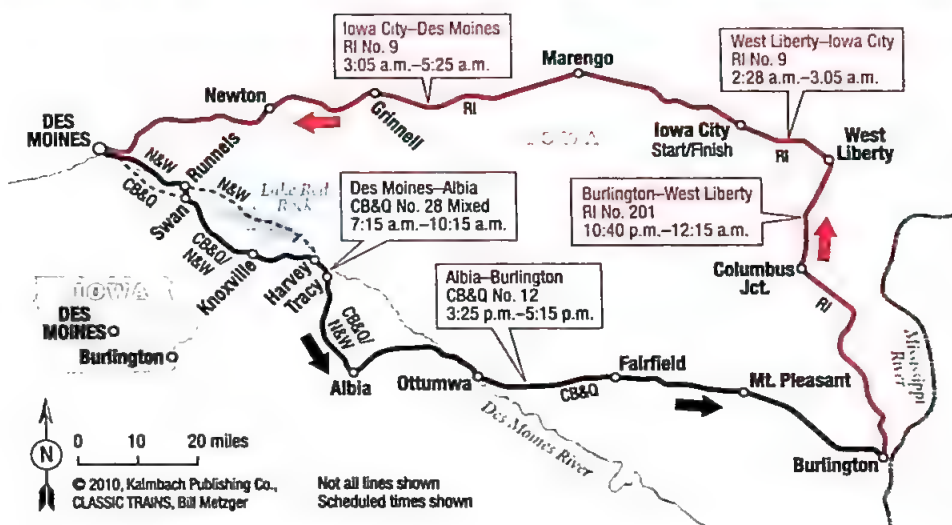
No. 9 had once been the *Corn Belt Rocket*. Even after it lost its name, it had boasted a Chicago–Des Moines sleeper until fall 1965. Its passenger-carrying equipment now was just a single coach. More important for the railroad, it still had a baggage car, two Railway Post Office cars, and several express cars.

I must have fallen asleep immediately after the conductor took my ticket, for I don't recall the stops at Grinnell and Newton. But the conductor was true to his word, because we pulled into the old, rambling Des Moines station just after 6.

While the depot's exterior was late Victorian, inside it was Art Deco modern. The 1937 Raymond Loewy-designed remodeling of the ticket office and waiting room was largely intact, but the station restaurant had closed recently, replaced by vending machines [a pre-remodeling photo appears in "Bumping Post," Winter 2000 *CLASSIC TRAINS*]. Hot food was available, though, thanks to an infrared oven, a predecessor to the microwave. Having the cast-iron stomach of an adolescent, I had a can of chili and a Coke for breakfast.

Mixed emotions on the ride to Albia

It was just a couple of blocks from the Rock Island depot to the CB&Q



freight station, or "Burlington Terminal," as a sign on the building proclaimed. It was more of an office building than a terminal. I bought a ticket to Albia, the price being about \$1.50, "First Class," for the 68-mile ride. The published departure time, it turned out, was meaningless; the agent told me the crew was expected around 8 a.m.

The mixed-train ride, which I expected to be the highlight of my trip, turned out to be mildly disappointing, at least in terms of the equipment I rode. I'd expected one of the Q's old wooden passenger cabooses with a baggage door and red plush seats. Instead, I rode in a modern steel caboose. But the friendly crew more than made up for any disappointment in the equipment.

The "Capital City Limited," as the crew facetiously called their train, carried few passengers—about one a month, they said. We traveled through the southeast side of Des Moines and through towns with names like Swan

and Pleasantville. At Swan, the crew let me know that the track we were riding over would soon be underwater, because of the Red Rock Dam project [see sidebar on following page]. The relocation would combine portions of parallel CB&Q and Norfolk & Western (former Wabash) lines into a single route.

At Knoxville, the largest intermediate town on the line, we stopped to do some switching. I was treated to a brief cab ride in the lead GP7 from there about 14 miles to Tracy, where we set out some cars. At Albia, the crew dropped me off at the CB&Q depot on the main line before heading on east to the yard. I had reached Albia some three hours after the advertised 10:15 a.m. arrival, but I still had plenty of time, over an hour, before my train to Burlington, 98 miles to the east.

The Albia station was a standard red-brick CB&Q building, and it was the first segregated station I'd ever seen. It was not segregated by race, but by



J. David Ingles

Burlington's station at Albia, Iowa, pictured from an Amtrak vestibule in 1975, had segregated waiting rooms—by sex, not race. I had time between trains to walk over to downtown.

sex. The men's and women's waiting rooms, one on each side of the central ticket office, were clearly marked. The station employees had made an effort to keep the women's side clean and presentable, but the men's side resembled the "colored" waiting rooms of the South, which I had seen in photos. A foreign visitor to the Albia station might have concluded that American society was matriarchal.

I did not actually see anyone in the

waiting room, so I had no evidence that the segregation was enforced. (It wasn't, a former Albia resident assured me later.) Still, the signs made their impression. I would later learn that many depots built before World War I had separate waiting rooms for men and women, giving women a refuge from the tobacco-chewing and cigar-smoking men of the 19th century. Albia's depot was unusual only because the signs were still up. Though I didn't think about it

at the time, I had just taken another journey into the past.

Back to the 1930s on a Zephyr

The *Nebraska Zephyr*, due in at 2:37, was running late, so I decided to take a walk downtown. Like most of the county seats in southern Iowa, Albia had a town square with the courthouse in the center. It occurred to me that Albia would be an excellent prototype for a model railroad layout. (The town was also served by the Wabash and the Chicago & North Western [former M&StL], which shared their own depot a mile east of the Q's, and CB&Q had a second main track that skirted the south side of the town, missing the depot.)

I returned to the Burlington depot and found a young family standing outside, enjoying the December sunshine. After a few minutes I could hear a train to the west, sounding its horn for crossings. The Q's air horns were set at a lower pitch than the Rock's, and the tone wavered, sometimes to comical effect. But as the *Nebraska Zephyr* rolled into town, all images of sick cows vanished.

I was enthralled by the beauty of the articulated streamliner, pulled by two gleaming stainless-steel E7's. It was, I would learn, one of the 1936 *Twin Zephyr* consists, built for the Chicago-Minneapolis run. It had plied the Chicago-Omaha-Lincoln route since 1947. One of the two trainsets was "The Train of the Gods" and the other was "The Train of the Goddesses." Each set had cars named for Greco-Roman gods and goddesses, respectively. I can't tell you which one I rode, though.

The *Nebraska Zephyr* was a sort of time machine, set for the late 1930s. On the Rock Island, you might be riding in 1930s equipment, but you knew it was the 1960s. On the *Nebraska Zephyr*, you could believe you were in the late '30s, experiencing the latest in streamlined luxury. Here was a train with an observation-parlor car, of all things. Even the people on board played the part; the men were in conservative suits, the women in modest dresses or skirts and blouses—the miniskirt hadn't caught on here. The only thing to jar me back into 1966 (besides looking out the window) was the "Automated Dining-Refreshment Car," complete with vending machines and infrared oven.

The ride is smoother on an articulated train. You glide along the rails, giving you a relaxed feeling you don't have on conventional equipment. I sat back and watched the snow-flecked Iowa countryside. When we made our

Red Rock affected two railroads

Realignments of railroad rights-of-way for flood-control projects (i.e., new dams) have taken place in various locations around the country, but not often do they affect two carriers or combine portions of two lines. The route the author rode on CB&Q's Des Moines-Albia train, though, was one such example.

The Des Moines River—which rises south of Tracy, Minn., and drains a basin of 12,000 square miles—had flooded the countryside north and south of Iowa's state capital several times, in 1851, 1859, 1903, 1944, 1947, and 1954. In 1938 and 1944, federal Flood Control Acts were passed which led to long studies of nine sites on the stream for dam construction. Two were chosen: Red Rock and Saylorville, Iowa, south and north of the capital city, respectively. Work on the Red Rock Dam began in 1960 and was finished in 1969. The dam reduces flood damage downstream along the Des Moines as well as along the Mississippi River, into which the Des Moines flows at Keokuk, Iowa.

The Red Rock project cost \$88 million, about one-third of which was for land acquisition. Another third was to relocate 96 miles of railroad, 42 miles of highway, 2 miles of gas pipelines, 225 miles of electric power lines, and 8 cemeteries. The final third was the construction cost of the dam, which measures 5,676 feet long by 110 feet high. The project created the 11-mile-long, 15,250-acre Lake Red Rock. The endeavor was costly but has paid for itself many times over by protecting property, lives, and crops, saving an estimated \$449 million during the final three decades of the 20th century alone.

As shown on the map overleaf, the new combined route, still in use today by BNSF, going south uses the former Wabash/N&W to Runnells, a new connection to Swan, CB&Q to Tracy, a bit of N&W, then CB&Q into Albia.—J. David Ingles



Two photos, Hol Wagner

The *Nebraska Zephyrs* pass at Fairfield, Iowa, in June '63. Parlor-observation car *Jupiter*, on the westbound, is viewed from sister *Juno*, whose interior is shown at right.

first stop, at Ottumwa, a good-sized manufacturing and meatpacking town, I could barely feel the train decelerate.

The next stop was Fairfield, which had a sign proclaiming itself the "Home of Parsons College." Parsons was nationally known as "Flunk-Out U.," where wealthy students who couldn't make it in more prestigious schools could hold on to their student draft deferments, even while carrying a 0.00 grade-point average. Publicity about the school, especially a big article in the December 3, 1966, issue of *Life* magazine, eventually caused Parsons to lose its accreditation. Today, the former Parsons campus is the home of Maharishi University of Management.

Mount Pleasant was next, home of the more respectable Iowa Wesleyan College, though better known in Iowa as the site of a state mental hospital. By the time we arrived in Burlington, it was dark outside.

A contemplative evening in Burlington

On the day after Christmas in 1966, Burlington's station was positively bustling. Trailways buses were boarding on the street side of the depot, while the waiting room was filling up with passengers for the *California Zephyr*. It was, I discovered later, one of the few U.S. stations built during World War II. The Lannon (Wis.) limestone structure was in a style common with large CB&Q depots in La Crosse, Wis., and Ottumwa, and smaller ones in Beardstown and Rockford, Ill. (The last of the six built,



in 1952, was in West Quincy, Mo.; it is gone now, as are La Crosse's and Rockford's, but the other three still stand.)

A 1943 fire had destroyed CB&Q's 1881-vintage depot, and because Burlington was an important point for troop transport, government authorities quickly approved the construction of a new station. When the new facility opened in 1944, *Newsweek* dubbed it a "dream depot." It was to be the model for the postwar era. Comfortable upholstered sofas replaced the hard wooden benches. There was ample lighting, both natural and artificial. In 1966, the building was 22 years old, but CB&Q had maintained it well; it wasn't hard to imagine that it was, say, 1951, and the men in uniform waiting for the CZ were headed for Inchon and not Da Nang.

Grier's Restaurant, with its U-shaped counter in the north side of the building, was doing a brisk business, as it did in numerous CB&Q depots. I had the all-American meal there: hamburger,

French fries, and a chocolate shake. I wish I could say the meal was excellent. It was good, but no better than an average short-order restaurant. Still, it was at Grier's, and in Burlington Route's namesake town.

After eating, I took a walk around downtown Burlington. Malls and superstores were still in the future, and downtown was a lively place. But it was there that I had my only uncomfortable situation on the trip. I was walking past a movie theater when a thin man with glasses approached me and asked me if I knew where there were any strip shows. I said no and walked away fast. I spent the next several hours in the safety of the depot, venturing outside only as far as the platform, where I watched the *Denver Zephyr* come through at 8:20. The rest of time until my 11 p.m. departure, I read and reread the plaque declaring Burlington to be the place where George Westinghouse tested his air brake.



J. David Ingles

A brief sensation of yesteryear

My train for West Liberty would arrive as CB&Q No. 15 and depart as RI No. 201, being—according to the roads' operating timetables—a "westward" train and so requiring an odd train number. At Manly, Iowa, it would join Rock Island's Kansas City-Twin Cities "Mid-Continent" main line, becoming a "northward" train and carrying the number 20. Many people avoided the confusing business of numbers by referring to its former name, the *Zephyr Rocket*, or more precisely, in CB&Q territory as "the Zephyr" and in Rock territory as "the Rocket."

The train's name had been dropped in the early '60s, along with the Pullman sleeper and the dining-lounge-observation car. What remained was a three-car train: a Railway Post Office, a baggage car, and one coach. Even this remnant was not likely to run much longer, as the two railroads had petitioned the ICC for its discontinuance.

But when it rumbled into the depot that night, it was carrying a green heavyweight CB&Q coach in addition to the usual Rock Island streamlined

chair car. Sometimes the single E unit of either road would run through, but this night, after the CB&Q E7 was traded for a Rock Island one painted maroon with yellow nose wings, I and several other passengers were ushered into the heavyweight car. The post-Christmas traffic made the train appear to be more popular than it really was. Sitting in the plush seats of the heavyweight, though, I again had my desired sensation of time travel. Only the "Notice of Proposed Discontinuance" posted at the front of the car reminded me of the reality of the day.

I fell asleep shortly after we left Burlington, but awoke frequently owing to the train's motion. This was no "rocking to the gentle beat" of Steve Goodman's future song "The City of New Orleans," but rather some hard rocking and rolling that was anything but gentle. This line between Burlington and West Liberty was designated a main line in Rock Island's operating timetable, but in reality it was hardly more than a branch. We lurched through the Iowa night at 59 mph and arrived in West Liberty in plenty of time for me to catch No. 9 for home.

CB&Q's Lannon limestone depot in Burlington (pictured in 1975, left) was a pleasant place to spend the evening waiting for my northbound train. I watched the *Denver Zephyr* come and go, a scene much like this one (top) of the westbound *Fast Mail* refueling. Of the three surviving Q limestone depots, this one and Ottumwa's still serve Amtrak *California Zephyr* passengers.

Introspection on being "just in time"

For a small town that was not even a county seat, West Liberty had what seemed to me to be a huge station—as big as, or maybe bigger than, the one in Iowa City. (The buildings are preserved today, and the comparison is justified.) West Liberty once had been an important transfer point, as the signs reading "This Way to North and South Trains" and "This Way to East and West Trains" reminded me.

In spite of its size, the West Liberty station had a fairly small waiting room. I shared it with a pass-rider who spent the time before No. 9's arrival trying to kill the station mouse with a rock. He didn't succeed.

At 2:10 a.m., I was back on No. 9 for the short ride home. Looking out the right-side window, I could see West Liberty's old hotel, a four-story frame building with a mansard roof, that stood behind the depot. Though it looked like something out of an 1890s mining town, it was still in business in 1966, as indicated by the lights burning in some of the third-floor windows. They were not the flickering gaslights of 1890, of course, but enough to give me another brief sensation that I had left my own time.

The plush seats of No. 9's coach were trying to lull me to sleep, but Iowa City



Burlington Route

was just 16 miles away. To stay awake, I watched for the landmarks: the U.S. 6 overpass, the grain elevator in Downey, the Procter and Gamble factory, the Iowa City enginehouse.

As I stepped off the coach and trudged home, I was looking forward to a warm bed and some uninterrupted sleep. I certainly wasn't thinking that in four months' time, the trip I had just taken would become an impossibility.

The former *Zephyr Rocket* was the first train to go. The ICC gave permission for discontinuance, and the St. Louis–Minneapolis trains made their last runs on April 7, 1967. On May 1 of that same year, Rock Island dropped trains 5, 6, 8, and 9 west of Rock Island, Ill., taking advantage of an obscure Iowa Commerce Commission rule which allowed the discontinuance of all but the last daily train on a route (those were Nos. 7 and 10, westbound and eastbound descendants of the *Rocky Mountain Rocket* and *Corn Belt Rocket*, respectively, which lasted until 1970).

All were victims of the U.S. Post Office's decision to eliminate Railway Post Office cars in favor of airline, truck, and air taxi service. The RPO was a major source of revenue for the likes of No. 9, and without the RPO's, the trains became big money-losers.

Burlington Route quietly dropped its mixed-train services, which survived on several branches, in 1968. The trains carried few passengers and rarely adhered to their schedules. And there were apparently some security issues. W. F. Burke, CB&Q's General Passenger Traffic Manager, in an April 5, 1968, letter to me, wrote that the railroad "had some unpleasant experiences in handling passengers on some of these branch line trains in recent years."



Top: J. David Ingles; above, Mike Schafer

Though the joint Rock Island-CB&Q Minneapolis–St. Louis train—pictured (top) at Waterloo, Iowa, in 1964—had long lost its *Zephyr Rocket* name, many people still used the label. I changed to my last train, again RI No. 9, at the impressive depot in West Liberty, Iowa (above).

While the *Nebraska Zephyr* survived until Amtrak, CB&Q removed the articulated trainsets from service in early 1968, replacing the "Trains of the Gods and Goddesses" with less-than-divine consists of chair cars and a "dinette coach." In its last months of operation, the train even lost its name, becoming part of the triweekly Chicago–Ogden post-Western Pacific replacement for

the *California Zephyr* on CB&Q and Rio Grande. On a positive note, the "Train of the Goddesses" has been preserved at the Illinois Railway Museum, usually pulled by a genuine CB&Q E5 diesel.

So, I'm glad to have taken advantage of these trains when I did. I had indeed accomplished my mission of traveling back in time, even though I never really left 1966. ■



The wacky, wonderful Portage Flyer

The "World's Smallest Commercially Operated Railway" was a colorful link between two lakes in Ontario resort country

By Steven Duff

If you have fond memories of reading *The Little Engine That Could*, or if you are hooked on the Colorado and/or Welsh narrow-gauge operations, you would've loved the Portage Flyer. While thundering mainline steam is deliriously exciting, there is something especially intimate, endearing, and down-home about little trains, an enjoyment on a quite different level. It's a bit like

enjoying great symphonies and string quartets equally, but in different ways.

Initially, the designation "Portage Flyer" was unofficial, facetiously bestowed on what was advertised as "the smallest commercially operated railway in the world," boasting a total length of just 1½ miles and speeds that were anything but "flying." Likewise, the gauge was small, and perhaps unique—a curious 44½ inches, exactly

1 foot less than standard gauge. To round out the oddity of the operation, the route was not contiguous with any other railway, but all on its lonesome in the bush country of Ontario's Lake of Bays district 150 miles north of Toronto.

Like Finland and Minnesota, central and northern Ontario is threaded with lakes and rivers, and these waterways were the original



J. D. Knowles

H&LB 0-4-OT No. 5 stands with its colorful train on the South Portage dock in July 1951.

transportation arteries of the region. With the advent of steamships, the Lake of Bays area and the adjacent district of Muskoka became a veritable hot house of marine activity. The Lake of Bays area has four lakes: Mary, Fairy, and Peninsula (the latter two connected by a canal), plus Lake of Bays itself, separated from Peninsula Lake by a high, craggy isthmus known as The Portage. To further complicate the situation, Lake of Bays is 100 feet higher in elevation than the other three, so in the distance of less than a mile, you climb 120 feet and then descend 20—making a canal impractical, especially in view of the light traffic likely to be generated.

This is where the Portage Flyer came into the picture, a railway whose sole purpose was to connect the steamship services on Lake of Bays and the other three lakes. The epicenter of navigation was Huntsville, a town on Fairy Lake that was a major stop on the Grand Trunk Railway and supported lumbering, tanning of animal hides, and, then as now, a brisk holiday trade. (Today it remains a stop



L. C. Riley

Lake of Bays steamer *Iroquois* nears the South Portage dock in July 1942. After a short ride on the portage railway, its passengers will board sister ship *Algonquin* on Peninsula Lake.



L. C. Riley

In another view from July 1942, the Portage Flyer lurches along the shore of Osborne's Lake. Up front are diminutive 0-4-OT's 1 and 2, motive power for the line from its opening in 1905.

on the Canadian National-Ontario Northland *Northlander*.)

The operator of the Flyer was the Huntsville & Lake of Bays Transportation Co. (H&LB), formed in 1895 to synchronize the steamship operations on all four lakes and provide a connection over the Lake of Bays–Peninsula Lake portage. The original proposal was for an electric tramway, but that was dropped because of difficulties in supplying power. Instead, two 1888-vintage Porter 0-4-0 saddletank locomotives and two freight cars were purchased from the E. B. Eddy Co., a wood-products firm in Hull, Quebec. It was this equipment, used within the Eddy mill, that dictated the Flyer's peculiar gauge of 3 feet 8½ inches.

Mountain railway on an isthmus

The H&LB's railway presented formidable engineering challenges. Very close to the southern, or Lake of Bays, end of the line, designated South Portage, was the almost-vertical shoreline of land-locked Osborne's Lake. Because of the steep terrain, blasting was not a practical option, so

a series of timber cribs took the track along the edge of the water. The approach to North Portage, on Peninsula Lake, was so steep that a switch-back had to be built. The engineering statistics speak for themselves: The average grade on the portage line was 3 percent, and one stretch featured a fearsome 7 percent.

The little railway was completed in 1904 and opened for business the following year. Besides the two freight cars bought from E. B. Eddy, the H&LB acquired four former horse-drawn streetcars from Toronto and fashioned two coaches by splicing them together in pairs.

In the period after World War I, the tourist trade ballooned to the extent that additional rolling stock was required. Accordingly, the H&LB purchased two more streetcars, a 50-seat car from the Toronto Suburban Railway and a 75-seater from Atlantic City, N.J.; both dated from 1894 and had open sides and rows of benches. When these cars arrived, the original passenger stock was retired.

On the freight side, the two ex-E. B.



Robert J. Sandusky

Saddle-tanker 5, which replaced Nos. 1 and 2 in 1948, struggles up to the switchback's stub turnout with a train out of North Portage.



Robert Holden



Robert Holden

Engines 1 and 2, which often doubleheaded together, are serviced at the South Portage water tank. Antiques even in the 1940s, both 0-4-0T's still carry their shield-shaped H. K. Porter builder's plates from 1888: No. 1 was construction number 911; No. 2 was c/n 912.

Eddy boxcars likewise became insufficient. H&LB's largest customer was the Anglo-Canadian Leather Co. at Huntsville, with its outsize requirements of hemlock bark for its tanning operations. Bark used in the tanning process came by ship or barge on Lake of Bays, then was trans-shipped over

the portage railway; to accommodate the tanbark traffic, H&LB constructed three additional flatcars.

Daily operations, of course, were in concert with the comings and goings of the lake steamers; the boat between Huntsville and North Portage, in turn, was at the mercy of trains on the

Grand Trunk (CN after 1923) between Huntsville and Toronto. H&LB's boats and railway ran only during the three-month summer season.

As with other inland steamship operations, traffic was intense during World War II because of gas rationing and travel abroad being curtailed.

Consequently, the elderly little tank engines were pretty well worn out by 1947. Management was taken over by one Carl R. McLennan, who inherited the two old locomotives and a fleet of lake steamers that had dwindled to just two, one operating on either side of The Portage.

After inquiries about reboiling the two existing 0-4-0T's or purchasing a couple of diesel or gas locomotives, McLennan, through Toronto rail equipment dealer Andrew Merrilees, acquired in early 1948 two 42-inch-gauge saddle-tank 0-4-0's, both built by Montreal Locomotive Works in 1926.

The two engines, Nos. 5 and 7 (a legacy of ownership by the Canadian Gypsum Co. of Windsor, Nova Scotia), were originally to be regauged to H&LB's 44½ inches. But the company determined that it was actually cheaper to regauge the entire railroad to match the engines, a task carried out before the 1948 season. The rolling stock had to be converted too, of course, so the cars' wheelsets were sent to the Huntsville Machine Shop for the necessary work.

The alterations to the cars did *not* include one item that would seem to be a must for the steeply graded railway: air brakes. Engine and hand brakes remained the only means of stopping the Flyer, which also retained its primitive link-and-pin couplers. Locomotive headlights were another luxury the Flyer did without.

In the meantime, the two locomotives were trucked from Nova Scotia to Toronto for reconditioning at the Toronto Drydock Co., arriving on May 10 and required for service on June 5. Engine 5 was the first to be ready and was shipped out, again by truck, just a week before going into service on the portage railway, and managed to run afoul of the law on the way up. A zealous policeman declared the engine to be an overweight load and directed the driver to the nearest weigh-scale, evidently oblivious to the fact that it had come legally by road all the way from Nova Scotia. The scale was closed for the night. The policeman took off, and, after waiting a token 2 hours, the driver resumed his journey. Nothing more was heard from the police.

Although engine 5 entered service on schedule, No. 7's boiler needed retubing, and it did not join the railway until mid-August, at which time it was found to be too heavy and have too long a wheelbase. It had an unlovely habit of trying to straighten out the curves. So No. 7 went into storage, leaving No. 5 as sole power.

The two original locomotives were sold to Cameron Peck, a wealthy Chicagoan who liked collecting railroad and marine things, and ultimately ended up in a museum in Minden, Nebr., where they still reside.

The Portage Flyer moniker gained legitimacy by being painted on the cabsides of No. 5, but the entire steamboat and railway operation was falling on hard times. The steamer *Iroquois*, allocated to the Lake of Bays service, ended her career in fall 1948, to be replaced with the much smaller, gas-engined *Iroquois II*. Meantime, the company's other steamer, *Algonquin*, similar in size to the first *Iroquois*, stayed active on the North Portage-Huntsville route. The imbalance in carrying capacity between the boats created an immediate difficulty in that many people who wanted to do the through water-rail-water trip could not be accommodated on the *Iroquois II*. What was intended to be a prudent economic measure turned out to hasten the demise of the Huntsville & Lake of Bays Transportation Co.

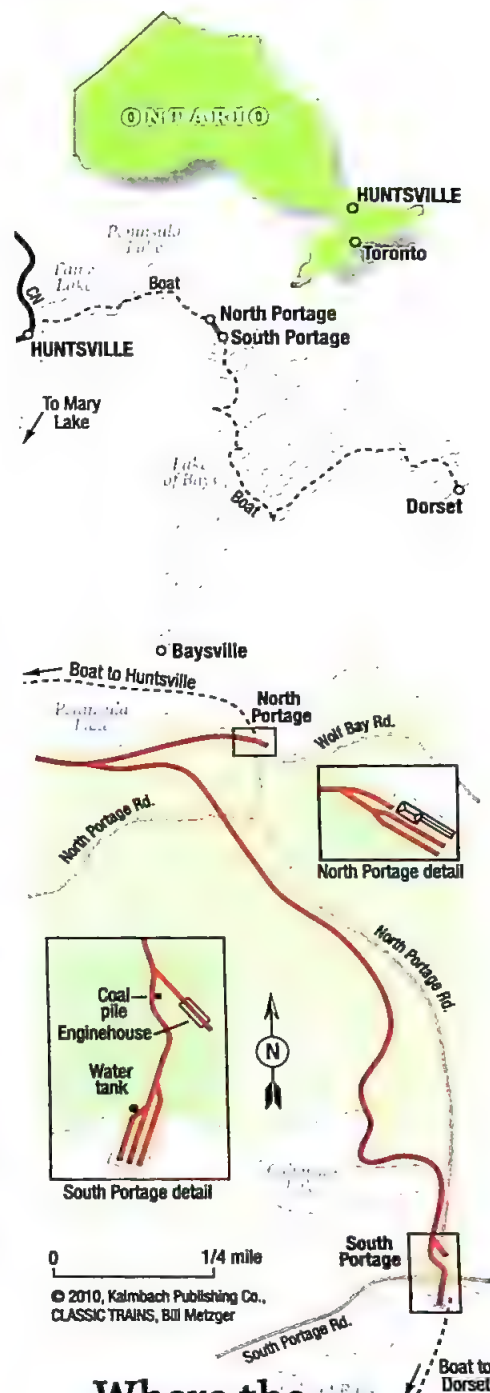
All aboard for South Portage!

So far, our improbable tale is only words. To truly experience the Portage Flyer, we need to take a virtual trip over its route, and we'll pick the summer of 1948, the final year before the really hard times set in.

It is a hot summer afternoon, but in those long-ago smog-free days, the heat is far from objectionable, especially on the S.S. *Algonquin*. Although there now is a road across the portage, we are doing things the "right way," boarding the *Algonquin* at Huntsville during her rendezvous with Canadian National train 41 from Toronto, due in at 2:45 p.m. The CN station is conveniently adjacent to the steamer pier, and at 2:55 we are off for North Portage.

After a pleasant, naturally air-conditioned voyage of about an hour, the *Algonquin* pulls up to the wharf at North Portage, and there stands the Portage Flyer, looking like something out of Carl Fallberg's cartoon series *Fiddletown & Copperopolis*. Engine No. 5 is in charge, towing the two former open-air streetcars and a boxcar.

We climb up into one of the open ex-trolley cars and settle into a surprisingly comfortable full-width bench. Ahead of us, the 0-4-0T coughs gently to herself, a loose fitting leaking steam with a dry hiss. It's much hotter here than on the water, but soon our peculiar entourage is under way, creating a bit of a breeze for the passengers, and almost immediately



Where the Portage Flyer flew

with a fight on its hands. The train is loaded to capacity, and the poor little engine truly has her work cut out for her. The railway and the countryside are virtually as one. Trees grow right up to the ties, overhanging the track, billowing and thrashing with the passing of the locomotive's exhaust.

The summer has been dry, putting the trees under stress, and, even though it is only mid-August, some leaves have already turned and fallen onto the rails with the inevitable result. Every now and then, No. 5 skids and chatters as she fights to regain her



J. D. Knowles

A family rides the rear platform of the 75-seat "large car" (H&LB apparently did not number its cars) from Atlantic City as the *Flyer* pulls out of South Portage on July 28, 1951. The line's other latter-day passenger car (right) was a 50-seater from Toronto; both were ex-trolleys.



Robert Holden

footing on a climb so steep that, even when you can't see it, you can feel it as the car inclines to the grade. We have heard tales of passengers having to get out and walk up the hill, but today No. 5 does her job and gets us to the top, where the switchback awaits. The train pulls ahead, the switch (a primitive stub switch, like the other five turnouts on this railway that lacks turning facilities or even a runaround track) is lined, and now we go into reverse all the way to South Portage.

Once the ascent is behind us, the backward-running train traverses a narrow pass through the hills, rolling through relatively lazy curves and the occasional shallow rock cut. One can certainly tell summer is winding down, and although it is only teatime (Imperial ties are still strong in 1948), the sun is already low, its greenish light flickering through the trees as we roll along at a brisk 10 mph.

Now we approach Osborne's Lake, site of the H&LB's toughest bit of engineering. Flanges shriek in metallic agony and the coach leans alarmingly

to a track canted inward to its curves to keep the train from capsizing.

At certain moments, as we traverse the shoreline of Osborne's Lake, we cannot see the edge of the roadbed, and No. 5's barking exhaust slaps back at us from the rocky crags towering above. The track corkscrews back and forth, sending the train this way and that, and triggering a group of "big kids" (14 or so years old) to shout "Ooooooh!" in unison. A man on the bench opposite adds to the engine's coal-smoke aroma as he fills a pipe with Old Chum tobacco and lights up.

A final screech, now, as the train backs down a gentle grade and across a dirt road to South Portage, world headquarters of the Huntsville & Lake of Bays Transportation Co. Here are a road crossing, an engine shed with the destructive No. 7 tucked inside, an old, boarded-up streetcar body, and a derelict flatcar. The single track splits into three at the approach to the wharf, a whimsical structure that, from the east, looks rather like a floating shrine in the Vale of Kashmir.

Alongside is the stately *Iroquois*, colorfully trimmed in green and orange, and ready for a lengthy voyage down the Lake of Bays to Dorset.

Death and resurrection

Ten years after our imaginary journey, things had changed, and not for the better. The lovely *Algonquin* ran her last in 1952, whereupon the motor vessel *Iroquois II* was transferred by flatbed trailer to the Huntsville-North Portage run and marine operations on Lake of Bays ceased altogether. So the Portage *Flyer* became essentially a train to nowhere, and became totally isolated after summer 1958 when the *Iroquois II* was sold for excursion service in the Thousand Islands area of the St. Lawrence River. The *Flyer* carried on for one more season as a strictly excursion operation, but times had changed and people now had no time for a leisurely and somewhat

More online
See a 1942 timetable for the Portage *Flyer*, plus more photos, at ClassicTrainsMag.com



L. C. Riley



L. C. Riley

Two 1942 views from the *Algonquin* on Peninsula Lake show the North Portage station (above left) and Nos. 1 and 2 departing with the *Flyer*.

exotic trip on the "World's Smallest Commercially Operated Railway."

The end for the Portage *Flyer* came in fall 1961, when the track was ripped up and the engines and rolling stock were moved to London, Ont., where they sat for four years while a half-mile loop of track was being built for them at Pinafore Park in nearby St. Thomas. The Pinafore operation went rather well, although it was still a bit sad, because the little tank engines, while still operating, now were far away from what had become their natural habitat.

But relax—there's a happy ending. The engines and cars went on the market in 1984, whereupon the Huntsville & Lake of Bays Railway Society was quickly formed and made an offer that was accepted. The equipment was repatriated to Huntsville and stored while plans went ahead for a new operation. The first thought was to re-lay the track over its original route, but it was hopelessly overgrown and there were land-ownership issues as well, so that plan died quickly.

The railway idea stayed alive, though. In 1993, the Town of Huntsville and the H&LB group reached an agreement for the society to use land in Huntsville's Memorial Park as part of Muskoka Pioneer Village. A new main line was surveyed and constructed along the Muskoka River to its exit into Fairy Lake. Although not in its original location, the new railway is in similar enough surroundings and ambience for riders to get a pretty good idea of what the H&LB was like.

The Portage *Flyer* returned to life in a gala celebration on Canada Day, July 1, 2000, the locomotives (renumbered from 5 and 7 to 1 and 2, respectively)

Learn more about the Portage *Flyer*

For a more detailed history of the Huntsville & Lake of Bays rail and water services, I recommend *By Steam Boat & Steam Train*, by Niall MacKay (Boston Mills Press, 1982) and *The Steamboat Era in the Muskokas, Vol. II*, by Richard Tatley (Boston Mills Press, 1984). More history, including the story of the railway's revival, can be found in *Rebirth of the Portage Flyer*, by Russ Nichols (Walker Lake Productions, 2005; www.steamtrainhuntsville.com; phone 705-787-1734). For schedules and other information on the current railway, go to www.portageflyer.org or call 705-789-7576.—Steven Duff



David Topps

Engine 2 (ex-H&LB 7) glistens on July 1, 2000—opening day of the new Portage *Flyer*.

looking smart in dark green trimmed with gold pinstriping. The passenger cars, now named *Iroquois* and *Algonquin*, were equally resplendent. Soon other features and upgrades entered the picture. Tiny Armstrong turntables were installed at each end of the line in 2001, and the old ticket office from the WaWa Hotel, a Lake of Bays resort, became the Fairy Lake station in 2004.

So the Portage *Flyer* is not a sad, slumbering ghost of a railway, like the Rio Grande Southern or Southern Pacific's California narrow-gauge. It is very much alive, a window to the past for visitors literally from all over the world. Ironically, it is more prosperous and better-maintained and -equipped than it ever was while working over the old Portage. ■

Photo Section



Jim McClellan





John Buchanan; R. R. "Dick" Wallin collection



Thomas Hoffmann



Jim McClellan

The PA's of Texas: Of the 16 original buyers of Alco's stylish passenger diesel, at least five regularly ran them in the Lone Star State. Clockwise from top left are these examples: Southern Pacific train 1, the *Sunset Limited*, roars over the Katy overpass near East Yard in San Antonio in 1955, led by No. 210, numbered in the 200-series of SP subsidiary Texas & New Orleans (SP's Cotton Belt also ran its two PA's in Texas). In the early 1960s, also at San Antonio, Missouri Pacific 59 leads a Geep and another PA on the *Texas Eagle*; few PA's still wore the old colors after MP's 1962 system locomotive renumbering. In 1955, Missouri-Kansas-Texas 153A and a sister lead the Katy's *Bluebonnet* out of New Braunfels. On April 29, 1967, three Santa Fe PA's pull into Clovis, N.Mex., having brought the *San Francisco Chief* west across the Texas Panhandle via Amarillo.

Photo Section



1950s glory: Still sporting a big consist, the New Orleans-New York *Crescent*—all-first-class north of Atlanta—rolls north on the Southern at Greenville, S.C., in 1956, punctuated by L&N sleeper-lounge-observation *Royal Street*, active today in charter use. No. 38 used L&N and West Point to Atlanta.



I. W. King; collection of Joel P. King

Photo Section





Three photos, Mike Schafer



Colorful times: Variety was in vogue in 1979 and '80 on the Chicago & North Western. Clockwise from above: North of Randolph, Minn., on the former Chicago Great Western on October 7, 1979, leased Susquehanna GP18 1804 leads ex-CGW F3B 308, Morrison-Knudsen TE50-4S 5001, GP30 814, leased Conrail GP35 3677, GP35 824, and GP9 4477 on a St. Paul-bound turn from Oelwein, Iowa. At Fort Dodge, Iowa, on September 21, 1980, GP38-2 4631 (ordered by the Rock Island) and ex-RI GP35 328 trundle across the high ex-CGW Des Moines River bridge with a train off of the ex-Minneapolis & St. Louis Des Moines-Spencer line. At Faulkner Iowa, on the former CGW between Oelwein and Mason City, FP7 217 (ex-CGW 116A) leads an F7B and a GP or SD on a short northbound freight on October 5, 1979.

Photo Section

Island idyll: Railroading on Vancouver Island, British Columbia, is usually associated with Canadian Pacific's Esquimalt & Nanaimo (now a short line, which also hosts a VIA RDC train), but Canadian National also had operations there, two lines roughly forming a "Y." Midday on June 16, 1977, the eastward Youbou Turn rumbles across the Siwash Rips bridge over the Chowichan River, at Mileage 70.2 of the Cowichan Sub, 2½ miles downstream of Lake Cowichan. Twelve miles ahead is Deerholme, crew terminal and junction with the Tidewater Sub. Power is CN 1000, London (Ont.)-built in 1958 as the first of 101 GMD1 1,200 h.p. branchline units, unique to Canada and mostly used on light-rail prairie branches. CN had 78 A1A-A1A versions like this, plus 18 B-B types with steam generators. Northern Alberta had the other 5, all B-B's, and many of CN's A1A's were rebuilt to B-B. By the time of this photo, this train and an SW8 in Victoria that worked the yard, barge slip, and CP interchange was the only CN rail activity left on the island, although it lasted into January 1990.





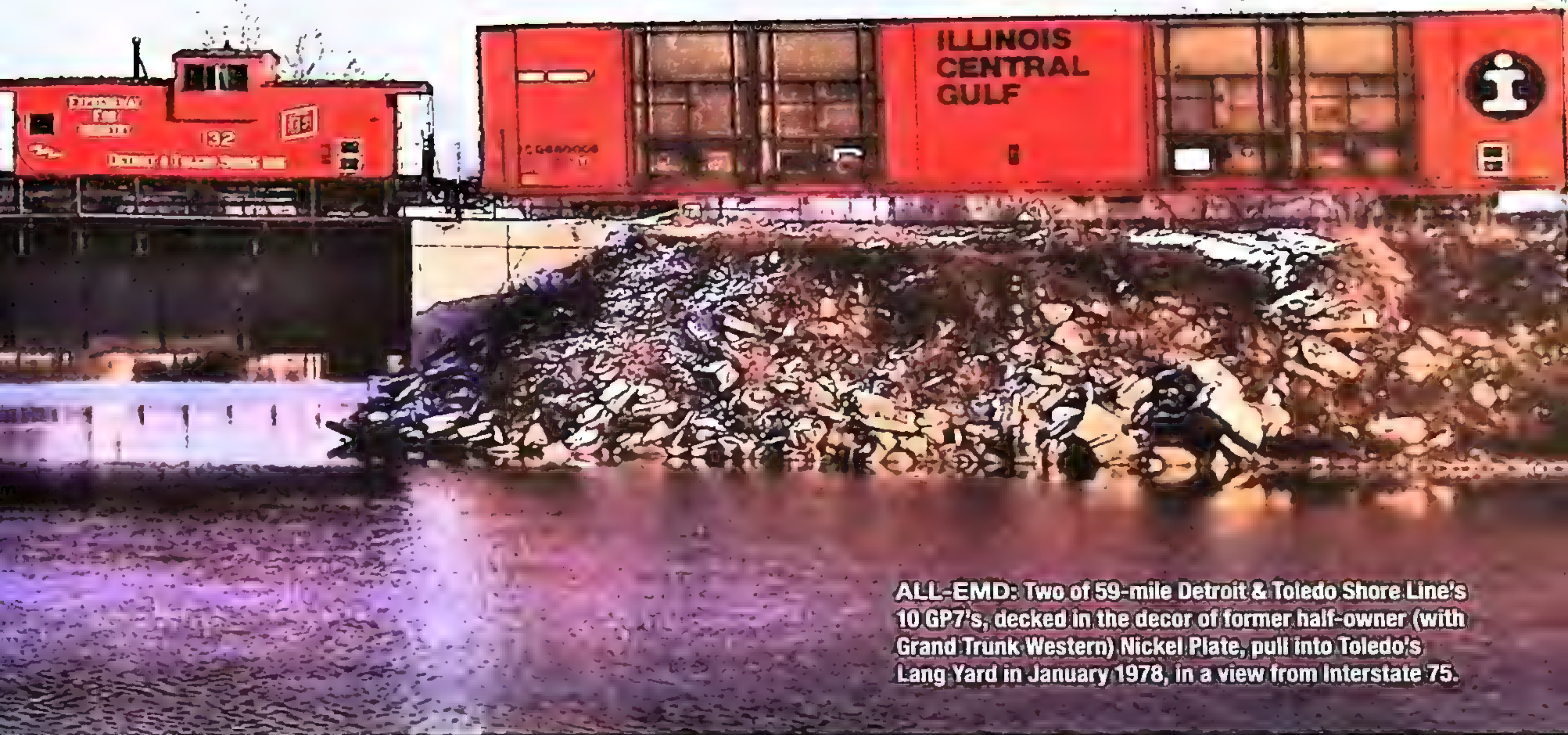
Photo Section



Jim McClellan



All-Alco: Tucked away in Virginia's far western corner until Southern Railway took over in 1960 was 85-mile coal-hauler Interstate Railroad, which relied on 10 RS3's, Nos. 30–39, two of which rest at headquarters in Andover circa 1955.



ALL-EMD: Two of 59-mile Detroit & Toledo Shore Line's 10 GP7's, decked in the decor of former half-owner (with Grand Trunk Western) Nickel Plate, pull into Toledo's Lang Yard in January 1978, in a view from Interstate 75.

Eric Hirsimaki



Eric Hirsimaki



C. R. Huff

Yard workers: The 209-mile Bessemer & Lake Erie entrusted its road freights to 54 F7's and 28 SD7's and SD9's, but 9 big Baldwin C-C road-switchers prowled the yards. In December 1970, DRS-6-6-1500 403 posed at Albion, Pa.

All-FM (almost): Only a lone GE 44-tonner dented the 63-unit Fairbanks-Morse diesel roster of 661-mile Virginian Railway. Working in about 1955 is H16-44 No. 36, one of 38 built during 1954-56; VGN also had 25 big Train Masters.

Gandy dancer

I came away from summer track-gang work on the New York Central a stronger young man, both mentally and physically

By Max A. Hill



When I was a boy, my life ambition was to be an engineer on the *Broadway Limited* between Chicago and Fort Wayne, Ind., on the Pennsylvania Railroad's 147-mile speedway. I never achieved that goal, but I did make inroads into a railroad career in the summer of 1952.

I had just graduated from high school and was looking for a job to help pay for college . . . and to feed my appetite for some real railroad experience. Through a chain of circumstances, I was able to locate the section foreman for the New York Central in Wawaka, Ind., east of Elkhart on the "Water Level Route" main line to Toledo, Ohio, between Ligonier and Kendallville. I convinced him I could do the work, and he hired me onto an extra gang with three instructions: 1. Report Monday morning to the car house in Ligonier. 2. Wear a cap. 3. Bring gloves. There was, of course, no mention of hard hats or safety shoes, as OSHA hadn't been thought of yet.

At 7:30 a.m. the following Monday, I arrived at the car house eagerly awaiting whatever might happen. I was amazed to find so many men milling around. They included members of the extra gang to which I'd been hired, mostly college students. There was also a large number of regular section hands, and last but not least, the "bo gang" (more about them later).

After being officially signed on by the Timekeeper-Watch Inspector-Union Agent, we new-hires received our initial instructions from one of the section foremen. There were two items I remember well: First, when you see a passenger train approach, be alert for any stream of white paper coming out from under the train; something else will soon follow, so step back—way back! (In those days of direct-discharge toilets, many coaches still had a sign posted in the restrooms: "Do Not Flush While Train is Standing in the Station.") Second, when you see a side mirror on the last car of a passenger train, immediately jump back to work as soon as the train passes. A side

Chillys



CLASSIC TRAINS collection

mirror was the sign it was a business car, meaning the Division Superintendent or another company official was inspecting the line and also checking to make sure the foremen had hard-working and dedicated crews.

I soon found out my initial assignment at the job site that first morning. During the spring, the NYC had distributed several hundred new ties, sections of rail, kegs of spikes, and assorted fishplates and tie plates along the 7 miles of double-track main line between Ligonier and Millersburg. Our mission that summer was to raise track, which meant replacing old ties, laying some new rail, retamping ballast, and lining the track. The dispatchers' plan was to take one track out of service during the day and route all trains over the other track between Millersburg and Ligonier. This meant we had to complete a run-off (*i.e.*, get all equipment off the track) each afternoon so both tracks would be open until the next morning.

As a 17-year-old non-union summer employee, my first job was to help retrieve the new ties that had been thrown

over the steep banks. Armed with a pair of tie tongs, I had to venture down into the tall weeds, locate, and then drag the ties up the bank. One problem—those ties had been there a while and had become homes for yellow jackets, poison ivy, and other surprises.

That same day I received my second assignment—water boy. With the high heat and humidity of an Indiana summer, maintaining a steady supply of drinking water for the crew was critical. We kept our water in a large wooden keg with rope handles. Another young man and I were given the task of carrying the empty keg to the nearest farm house, asking for permission to fill it, and bringing it back to the job site. Off we went over fences and through fields, hoping the farmers would be in a generous mood.

They always were. After filling the keg with a hand pump under a windmill, we faced the hard task of lugging the heavy, sloshing container back across the same fields to the thirsty crew. Everyone drank from the same rusty tin cup. (After relating this fact to my mother, she became



C. W. Jernstrom

NYC's main line was only two tracks where I worked, but this scene east of Elkhart, Ind., shows the level of track maintenance of the era.

convinced I would soon contract trench mouth or something even worse. She thought I should carry my own cup.)

As the weeks progressed, I graduated from the water detail and became more involved in actual track-work. I helped pull spikes from the ties designated for removal, jack up the track, and dig out and drag the old ties from underneath the rails. Then our gang would position new ties and insert tie plates, then lower the jacks and watch the regular section hands drive home the new spikes. After that, we young non-union guys were given the unpleasant duty of fork tamping. This involved standing on one leg and with your other foot trying to force ballast under the ties using a special 15-prong fork. It was *hard* work. Other crewmen followed us and completed the tamping process with pneumatic guns.

I learned a painful lesson one afternoon. The new ties were creosoted at NYC's plant in Toledo and had pre-drilled holes on the top side to help guide the spikers. These holes were slightly filled with creosote, so it was necessary to tap the spike lightly during the first one or two hits to prevent the creosote from spewing out like a geyser. That day, I was standing too close to the tie and the section hand's initial swing was too hard. The result: a not-so-nice burn on my bare upper arm.

In those days, the NYC had a curious process for staffing track labor on the Toledo Division. Every other weekend, railroad hiring agents combed through Skid Row in Chicago and recruited about 25 men. These men off the street were then transported in a special coach to a

It was necessary to tap the first spike lightly, to prevent creosote spewing out like a geyser.

camp-car site where they were housed and fed for two weeks. They received no wages until the second Friday. When the two weeks were up, most would ride the rods (*i.e.*, hitch an unauthorized ride on freights, hobo-style) back to Chicago, and a new "class" would start work on Monday. We called these men the "'bo gang."

The 'bos were an interesting collection of humanity and lost souls. I often wondered how the New York Central

gained any productivity from this practice. A veteran section foreman was their boss, and on occasion the county sheriff had to be summoned to the work site. There was great opposition to having those camp cars parked near any populated area, so the railroad instead selected small towns like Wawaka, which had about 150 residents. At night, some of the 'bos would sneak out to window-peep, steal chickens, and create general mischief. The state police were often called to settle drunken disputes. The 'bos usually worked on a section some distance from our gang, but would occasionally be close enough so they would drink from our water keg, using *our* cup!

Each morning, the Timekeeper-Watch Inspector-Union Agent would visit the work site to take roll call and check the foremen's watches for accuracy. His other job was to recruit new union members from those of us in the extra gang—but not from the 'bos! He would call us together to preach the virtues of unionism, but his message fell on deaf ears. It cost \$25 to join the track union, plus quarterly dues. That was a high price tag for those of us earning \$1.57 an hour on just a summer job. Besides, we found out we could work for eight weeks before union membership would become a requirement.

There was an advantage, however, to being a union member—you didn't have to work in a rainstorm. One afternoon, we were about a mile west of Ligonier when the sky darkened. I noticed several section hands had formed a circle and were looking down at a tie plate placed on the end of a tie. They were counting raindrops. Their union contract provided they could not work during a "storm," but the contract did not describe "storm." So the men had devised their own definition: 10 drops of rain on a tie plate. When the 10th drop of rain hit that day, the section crews called it quits and headed for the car house, riding all the motor cars back to Ligonier. Now it really began to pour, but we still had jacks under the main line. Our extra gang and section foreman stayed out to finish the run-off. We then hiked back to the car house, drenched. The regular section boys loved it!

I tried to keep a good attitude about my work assignments and was pleased to gain the respect of our foreman and some of the regulars. One payoff was being promoted to operate the pneumatic tamping gun. It was far better duty than fork tamping. My job was to team up with another man and finish tamping the ties before we finally lined the track. The gun was similar to a jackhammer, and I found that if you held onto the handles too tightly, it could literally shake the fillings out of your teeth. Eventually I learned how to relax, and let the gun do the work.

Another step up the ladder was learning how to spike properly. Spiking was usually done by the section hands, but they showed me some tricks in swinging the maul. After a few days, I passed the big test—being able to drive a new spike into a new tie and cover the maul marks on the spike head with a dime. I

also passed the tobacco chaw test, but not with any enthusiasm!

In 1952, the NYC still operated track-pan sites where steam locomotives could scoop up water on the fly. One of these was located at Grismore, about a mile east of Millersburg. There the railroad maintained a pumping station to draw water from the Elkhart River. Some of us were sent to Grismore to do trackwork around the pans. It was tough



Richard J. Cook

An NYC Hudson takes water on the fly at a track pan near Huron, Ohio; at the Grismore (Ind.) pan, we soon learned to step back quickly!

labor in the mud. One lesson we learned quickly: When a passenger train headed by a steam locomotive came roaring by, step back! For every gallon of water that was scooped up into the tender, it seemed like at least 20 gallons spewed over each side.

The biggest excitement of the summer occurred about 3 in the afternoon one Tuesday. We received an emergency dispatch that a broken rail had been discovered on the eastbound main in Millersburg. This was the same track that New York Central's crack streamliners would be speeding over in a few hours: the *Pacemaker*, *Commodore Vanderbilt*, *New England States*, and *20th Century Limited*. After quickly finishing a run-off, some of our gang and several regulars headed for Millersburg.

We arrived to find that the rail in question had a substantial crack and needed rapid replacement. Fortunately, new 39-foot rail sections were close at hand, near the depot. We pulled spikes on the broken rail, unbolted the fishplates, and were able to lift it off using tongs. The hard part was carrying the replacement rail into position. NYC was using 127-pound rail, which meant the section weighed 1,651 pounds! One thing I learned during that summer was to have trust in others. When you are with a group of men carrying a three-quarter-ton piece of steel over ballast and ties with no safety shoes on, you had to trust that *everyone* would carry his share of the load. We successfully connected and spiked up the new rail, and the Central's "Great Steel Fleet" was not delayed that evening at Millersburg.

By the time we got back to Ligonier, all of us had exceeded eight hours work, and I was anticipating my first overtime pay. But on my next paycheck, I discovered that the Timekeeper-Watch Inspector-Union Agent somehow

had failed to note my extra hours. A tough pill, but the emergency repair was still an exciting experience.

By August, I had completed eight weeks on the job. As we were checking out one Friday evening, the Timekeeper-Watch Inspector-Union Agent told us this was our last chance to join the union. We ignored him. But the following Monday morning, several of us heard our names called in front of the car house. We gathered around our foreman and got the news: "Sorry, boys, there is no more work for you." Thus ended my gandy dancer days in 1952.

Two summers later I joined the NYC on a new extra gang working out of Corunna, a few miles east of Ligonier. Earlier that spring, large quantities of new ties, rails, and spikes had been distributed along sections of the Toledo Division. It looked like a good summer for raising track.

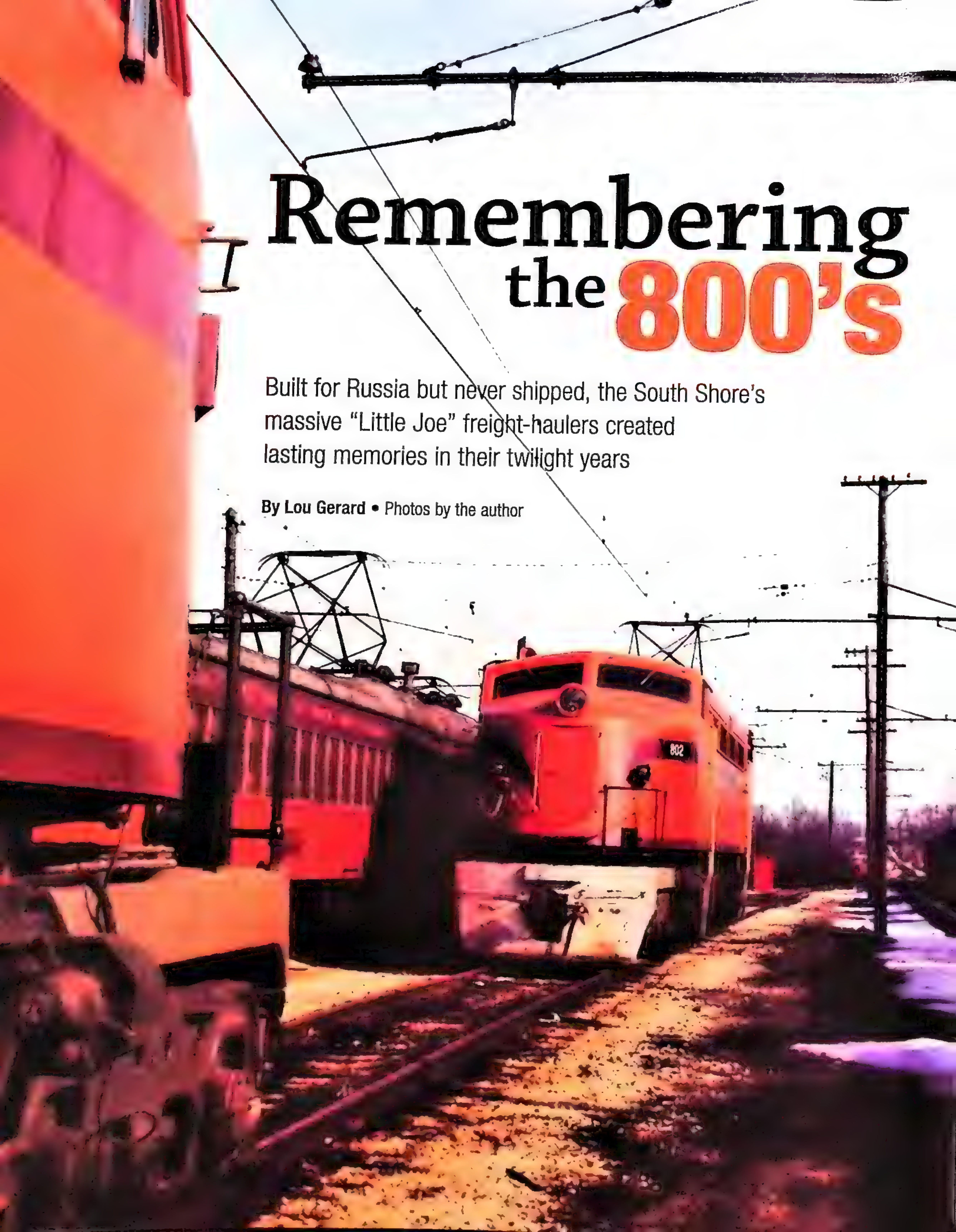
The year 1954 was a significant one in the history of the New York Central System. In May, Robert R. Young won a bitter proxy battle for control of the railroad. Our first two weeks on the job were busy and productive, but on the third Monday morning our gang was called together. The foreman again delivered the message: "Sorry, boys, there is no more work for you." The entire extra gang was fired. I was shocked and disappointed, but Mr. Young had decreed a further delay in track maintenance. We weren't the only ones to lose jobs that day—six New York Central vice presidents also got the ax.

As I reflect back on my 10 weeks of working on the railroad, I appreciate the opportunities it provided me. I came away stronger and tougher, physically and mentally. I was also able to learn much about my favorite subject. And despite the many fears of my dear mother, I did avoid catching any dread disease from that rusty communal drinking cup. ■

Remembering the 800's

Built for Russia but never shipped, the South Shore's massive "Little Joe" freight-haulers created lasting memories in their twilight years

By Lou Gerard • Photos by the author





The electric freight operations of the Chicago South Shore & South Bend Railroad had interested me from a young age. My earliest recollections of seeing the interurban's orange freight motors were from the early 1960s, when my dad would take me train-watching on Chicago's far South Side. He would pull off to the side of Brainard Avenue near the Indiana state line, and we would watch the electrics drill Burnham Yard, so called for its namesake village next to Chicago.

As time went on, the three 800-class engines, or "Little Joes" as I (and many fans) called them, became my favorite things to see on the South Shore. It was easy to find one switching Burnham, and just about every time we went on to Hammond, Ind., we would see one at the Calumet Avenue grade crossing with a long freight.

General Electric built 20 of the big electrics in 1948-49 for operation in the Soviet Union, but shipment of them was embargoed owing to export restrictions during the Cold War. GE elected to finish the order anyway and find other buyers; it built the final 6 units to standard gauge instead of the 5-foot Russian gauge of the first 14. Designed to operate from 3,000-volt D.C. catenary, the locomotives had a 2-D+D-2 wheel arrangement, weighed 273 tons, and were 88 feet 10 inches long. The 5,600 h.p. Joes were among the biggest, most powerful electric locomotives ever built.

The South Shore was in the market for new freight power, and in spring 1949 purchased three of the Joes for bargain prices, but had to rewire them at its Michigan City, Ind., shops for CSS's 1,500-volt operation; they entered service the next fall as Nos. 801-803. Milwaukee Road bought 12 for its Rocky Mountain Division, and the other 5 went to the Paulista Railroad in



The 801 and 802 repose at Michigan City on February 24, 1973 (opposite page). At Burnham Yard (top), 801 and 803 are both busy in March '76. On January 24, 1981 (above), in Gary, 803 crosses Broadway next to the old passenger station. Illinois Railway Museum has the big sign.

Brazil. The name "Little Joe" seems to have originated on the Milwaukee, because on the South Shore, they were known simply as "800's." The moniker "Joe" is said to be for Joseph Stalin, the Soviet leader at the time.

As the years passed, it became harder to find an 800 working on my South Shore visits, and several times when I went to Michigan City, I would find all three parked in a row, although with their pantographs up touching the catenary, seemingly ready to go. I was able to get some good photos of them in the shops during inspections, and I also shot them a few times on the street-running in Michigan City. This was quite a sight, and the 800's dwarfed the motor vehicles next to them.

One Sunday, my parents and I ran across the 803 crossing Route 12 in Michigan City as it was switching a customer across from the NIPSCO (Northern Indiana Public Service) power plant. And I once chased the 803 with an empty unit coal train out of the NIPSCO plant on a dark November after-

noon. Just pacing it after I ran out of light for photos and hearing its horn blowing for grade crossings and seeing the headlight and number boards in the darkness was quite memorable.

I later learned that the 800's were hard on South Shore's power distribution system because of their excessive draw of current when hauling heavy tonnage, especially unit coal trains. When South Shore obtained road diesels in 1969, the 800's gave way to them for this work. South Shore people told me the 800's were used more during the night hours, logical enough since less current was needed at night for the passenger trains.

South Shore's first road diesels were three pairs of cow-calf NW2 types (model TR2), leased from parent (since January 1967) Chesapeake & Ohio to haul the coal trains. CSS&SB numbered them 602-607. (CSS 601 was an SW1 switcher acquired from New York State's Buffalo Creek in 1955 to help build South Shore's East Chicago bypass alongside the new Indiana Toll



From the top: In a June '75 view from 801's cab at Burnham Yard's west end, an east-bound passenger train passes a MoPac Geep. On the same ride, the W. W. Young siding is switched. Engineer Kenny works 801 in 1976.



Road. The little EMD became the Michigan City shop switcher, and also pulled CSS's ex-Indiana Railroad line car to sites of overhead wire failure or construction.) Four leased C&O GP7's replaced the cow-calf sets in October '70, and those Geeps were exchanged, after being damaged, for what eventually became a fleet of eight leased Chessie GP7's, numbered CSS 1501-1508; South Shore took title to them in 1976.

Meantime, besides the 800's, South Shore's other major latter-day electric freight power, replacing earlier small steeple-cabs (including some from Illinois Central), was a group of seven 700-series box-cabs. In 1954-55, CSS acquired 10 New York Central R-2 class General Electric 600-volt third-rail locomotives built in 1930-31. Michigan City shops converted six for 1,500-volt catenary operation, numbered 701-706, during 1955-58, and a seventh, No. 707, in 1968. By the time I was frequenting the line from my Chicago North Side home, pairs of 700's regularly supplemented the Joes as road freight power.

By early 1975, only a couple of jobs regularly rated 700's, and I heard that the box-cabs had been removed from the Gary Switch Run owing to problems in obtaining new wheels for them, and that the 800's had taken over. Of course I had to check this out! On a nice sunny Saturday in March '75, my friend John White and I headed down to Gary, where we found the 802 parked in the coach yard west of the depot. Both "pans" were down, and nobody was around. This was a start.

We decided to head back toward





The 803 at work, clockwise from above: M.U. 101 passes at the EJ&E interchange at Goff Junction in Gary in July 1980; cruising east on Michigan City's 10th Street May 14, 1976; and from above at Gary's Clark Road in '80.

Hammond to see what we could find. As we approached the interchange with the Baltimore & Ohio Chicago Terminal in East Chicago, there stood the 801 ready to pull its train back to the main line! We hot-footed it over the Calumet Avenue grade crossing in time to photograph it rolling by in beautiful sunlight. We spent the next hour watching it switch Burnham, then set up west of Hammond station as 801 headed east, with both pans up, pulling a long train.

A couple of weeks later, I went back to Burnham and found the 803 switching the yard, so I parked and walked over and watched it kicking cars. I never saw any diesel make such short work of a cut of cars as the 803 did, bouncing back and forth like a slingshot, then going into another track and pulling a cut out and start kicking cars again.

After I'd been watching for a while, the engineer, "Kenny," motioned me over. I looked at him in disbelief, but he waved at me again to come on up. I was up that ladder like a rocket and into the huge cab. He just said, "Hi," and told me to sit down and enjoy.

He didn't have to say it twice. I sat in the left-side seat and enjoyed the drilling, back and forth. After sitting a while and taking pictures out the cab window, I got up and stood next to him, watching him working that big 37-notch controller, then shutting off and applying the independent brake while kicking cars.

After about a half hour of switching, Kenny told me they had to spot a car at an industry across the main line. After crossing over the main tracks, we removed an empty car from the cus-





Clockwise from top, all of 803 in January '81: Pulling cars from the Georgia Pacific siding on the 10th; working the East Chicago industrial spur on the 24th; and parked on the 10th at Kensington, below the IC main, while the crew is off at lunch (note the Pullman plant tower at top left).

tomer's siding and spotted a loaded boxcar. We crossed back over to the yard and made a drop to position the empty in front of the 803. Kenny then shoved the car to a coupling with a cut of cars. He said that this cut was bound for the B&OCT interchange in East Chicago and asked if I wanted to ride there with them, as it was OK with the conductor, whose name was Rudy. Kenny didn't have to twist my arm!

We shoved the train from Burnham through Hammond, crossing over at Calumet Avenue and down across the

B&OCT main line and into the interchange tracks, which of course were wired. I had never before seen this move, and never saw it again. We cut off and changed ends, which was accomplished by walking through the long carbody to the other cab. It was something to hear up close all the noise from the motor blowers.

We coupled to another cut of cars to take back to Burnham. After enjoying a soda pop from DeLock's mini-mart that the brakeman brought over for me, we went back west to Burnham. We yarded

the train and changed ends again, then ran back to the east end, where it was time for me to get off. I thanked Kenny and Rudy and the rest of the crew for a great afternoon. They tied the 803 onto the train and made an air test, and I watched them head onto the eastbound main. For this South Shore 800 fan, the ride had been a dream come true.

Thanks to Kenny and a few other friendly South Shore engineers, I was able to ride all three 800's at one time or another, and I spent many



On January 17, 1981, the 802 hauls the first of its two successor GP38-2's, 2000 and 2001 (near the rear of the train), into Hammond.

Saturdays chasing them. An ominous sign came in 1976, when the 801 was retired to supply parts to keep the 802 and 803 running. In 1980, the South Shore placed an order with EMD for 10 new GP38-2 diesels to replace the last two active 800's and its fleet of 11 secondhand Geeps, which included the eight from the C&O and three ex-Florida East Coast GP9's purchased in 1978. A group of us—Don Ellison, Bill Raia and his son Mike, and Gary Crawford—went out many weekends in late summer 1980 to chase the 800's on the Gary switcher.

In December '80 and January '81, we didn't miss a weekend, as the first 38-2's were due in January. Indeed, on the 17th, the 802 picked up the first two, Nos. 2000 and 2001, from the B&OCT interchange and hauled them with a cut of cars to Burnham Yard. The Geeps were painted yellow with blue tops, the colors of South Shore's parent C&O, although sort of reversed. That day, we were part of the biggest crowd chasing the South Shore that we had ever seen. The end for electric freight was at hand.

Our finale occurred on January 31. The 803 was heading into the Georgia Pacific siding in Gary when we heard a gush of air, and the motor and its train came to a stop fouling the westbound main track. The 803 had dropped part of its brake rigging, which was stuck under the engine at the switch. While the crew assessed the situation, I went to my car and got a few tools out of the trunk, and we helped the crew remove some pins to release the brake rigging so they could move into the clear.

A shop crew came out from Michigan City and removed the rest of the



We thought 803 was done for when it dropped its brake rigging on the 31st, but not yet!

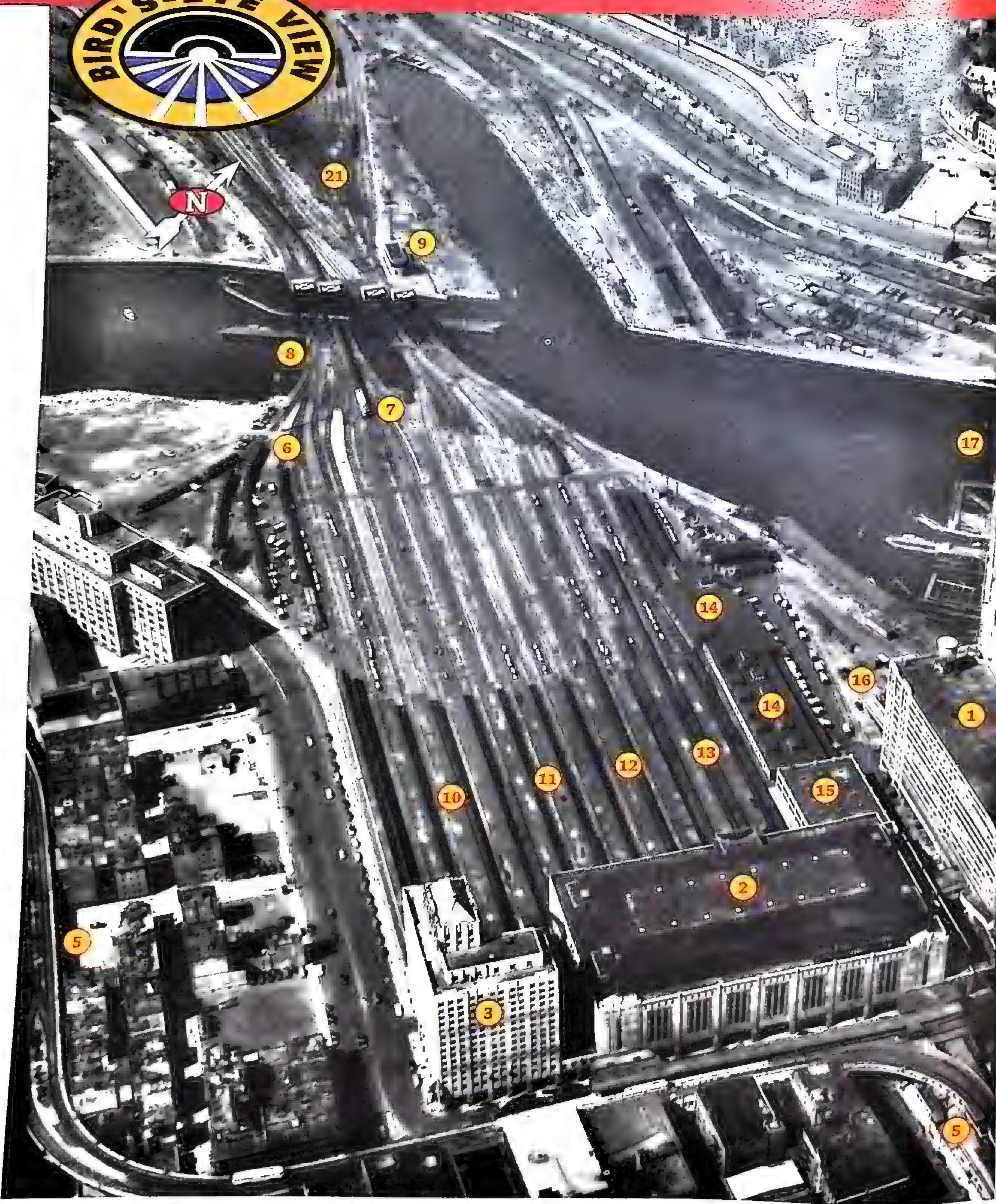
rigging. We then went to lunch, expecting that the 803 and its train would be rescued by a diesel.

After lunch, though, when we went back to see what was going on, we were greeted by the 803 highballing west along the main line next to the Indiana Toll Road! We did a quick about-face and chased it to the B&OCT interchange, where it made a pick-up and then went on to Burnham Yard to drop the train. We watched as the big motor headed east out of the yard with just its caboose on what turned out to be the last time I would see an 800 run on the South Shore.

Although the 800's were done, vestiges of the "old South Shore" remained . . . and have returned. Chessie sold the railroad to a consortium called Venango River Corp. in 1984. In late 1989, Anacostia & Pacific Corp. bought the by-then-bankrupt South Shore, and the following year, A&P sold the main line and other passenger-service assets to the Northern Indiana Commuter Transportation District (NICTD, or "Nick-D"),

formed in 1977. (A&P still owns the shops, the general offices, freight yard tracks, and industrial spurs.) NICTD bankrolled 44 new M.U. cars that began replacing the old orange interurbans in 1982. The 10 GP38-2's, gradually repainted beginning in 1985 into a retro scheme of orange with maroon trim, continue to work for A&P's "South-Shore Freight," helped out by run-through Class 1 diesels on coal trains.

Moreover, two of the 800's are preserved. Although the stripped 801 was scrapped in 1981, the 802 went to the B&O Museum in Baltimore. It later moved, and now is on display near its GE Erie birthplace in North East, Pa., at the Lake Shore Railway Museum, alongside CSX's former New York Central and Norfolk Southern's ex-Nickel Plate main lines. The 803 went to the Illinois Railway Museum at Union, where it was repainted and has operated occasionally, though it normally is stored indoors. For me, just looking at the 803 today brings back a flood of nice memories from 30 years ago. **1**



The B&M's Boston hub

This photo, made in Boston between mid-1946 and early 1947, shows Boston & Maine's North Station and environs. (The city's other major depot was South Station; see "Bird's-Eye View," Spring 2009 CLASSIC TRAINS.) The Boston & Lowell Railroad opened a depot here in 1835. Within a dozen years it had been joined by stations of the Eastern, Boston & Maine, and Fitchburg railroads, all of which were part of B&M by 1900. After major modifications in 1873 and 1894, all facilities were replaced in 1928–30 by an office building housing B&M's headquarters, a combined railroad station/sports arena structure (North Station/Boston Garden), and the Hotel Manger, all facing Causeway Street. Two rapid transit lines, both on elevated structures, served the complex. Today, Interstate 93 cuts through the office building site, the station/arena site is a parking lot, a new Garden stands over the remaining 11 tracks that serve MBTA commuter trains and Amtrak's *Downdeer* to Portland, an office building has replaced the Manger, two of the four draw spans have been removed, and the transit lines are underground.

- 1 Industrial Building (B&M headquarters, built 1928)
- 2 North Station headhouse/Boston Garden arena (1928)
- 3 Hotel Manger (1930)
- 4 "Charlestown El" (now MBTA Orange Line, below streets and river)
- 5 "Subway" on elevated structure above Causeway Street (now MBTA Green Line, below streets)
- 6 Track 24 ("Delivery") with local delivery trucks
- 7 E7 in original 1946 livery with inbound passenger train
- 8 Charles River bridges (four, two-track draw spans)
- 9 Tower A (opened 1931, closed 1980s)
- 10 Fitchburg Division platforms (trains to/from Troy, N.Y.)
- 11 New Hampshire Division platforms (Concord, N.H., and Montreal trains)
- 12 Western Route platforms (main route to Portland and Bangor, Maine)
- 13 Eastern Route platforms (Portland and Bangor via Portsmouth, N.H.)
- 14 Railway Express Agency buildings
- 15 Baggage and mail building
- 16 Yard 12 (Union Freight Railroad interchange)
- 17 Warren Avenue Bridge
- 18 Charlestown Bridge
- 19 Hoosac Tunnel Pier of B&M's Mystic Terminal Co.
- 20 City Square, Charlestown
- 21 Passenger Car Yard 1 (commuter car storage)

Photo: Fairchild Aerial Surveys, CLASSIC TRAINS collection. Research and text: Carl R. Byron.

Mikes and Geeps to Monarch!

Slim-gauge K-36 Mikado 483 works uphill with empties for the mine on June 21, 1955. Two years later (inset), the branch has been standard-gauged and the trestle replaced with a culvert, over which GP9 5952 passes.





Mikados 483 and 480 are readied for the day's run to Monarch on the dual-gauge trackage at Salida in June '55. Having been refueled at the coaling tower in the background (above), they move by standard-gauge 2-8-0 1138 as they cross the Tennessee Pass main line to take water (left).



Rio Grande's steep Monarch Branch challenged narrow-gauge steam and standard-gauge diesel power

By Jim Shaughnessy
Photos by the author



No. 483 crosses the Arkansas River as it leaves Salida at 5:10 a.m. on June 22, 1955. Two section houses—one for standard-gauge equipment, one for narrow—flank the dual-gauge track.

The Denver & Rio Grande Western Railroad once operated the largest narrow-gauge system in the Western Hemisphere, stretching from Denver across the Continental Divide to Salt Lake City, with a heavy concentration of branches in the mountainous central part of Colorado. The 3-foot-gauge empire began to shrink in 1890, when the line to Salt Lake City was converted to standard gauge, and then gradually disappeared, one line after another, until only the two isolated segments in Colorado and New Mexico remain today for the tourist trains of the Durango & Silverton and Cumbres & Toltec Scenic.

One slim-gauge branch survived into the middle of the 20th century because it was one of the few lines that had a steady and profitable traffic base. The Monarch Branch, actually starting at Poncha Junction on the original Marshall Pass narrow-gauge main line 5 miles west of Salida, Colo., went west 15.3 miles—and up 2,978 feet—to a limestone quarry just below the top of Monarch Pass. This branch was completed in 1883, at the height of the narrow-gauge era, with 4.5 percent grades near the top, two switchbacks (the only ones on the Rio Grande system), and 24-degree curves.

Continued on page 73



In July 1954, Mike 481 is running solo (no rear-end engine) at Poncha Junction with empties for Monarch. The K-36 is about to leave the original Marshall Pass main line and enter the Monarch Branch proper, although by now, with the Marshall main pulled up, the distinction is moot.



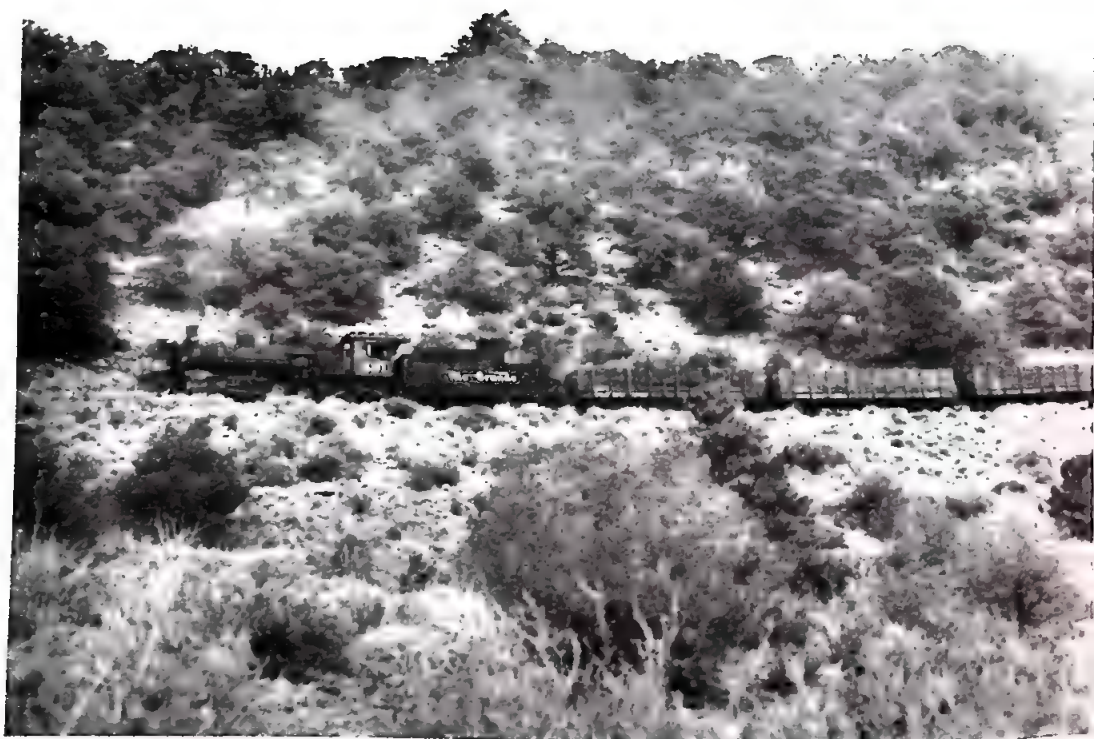
The 483 pulls up to the lower switchback (above left), where she'll pull half the train into the tail track, shove to the upper switchback, pull up, and then wait for 480 to shove its half into the lower tail track, pull out (above right) to the upper level, and finally couple to 483's cut.

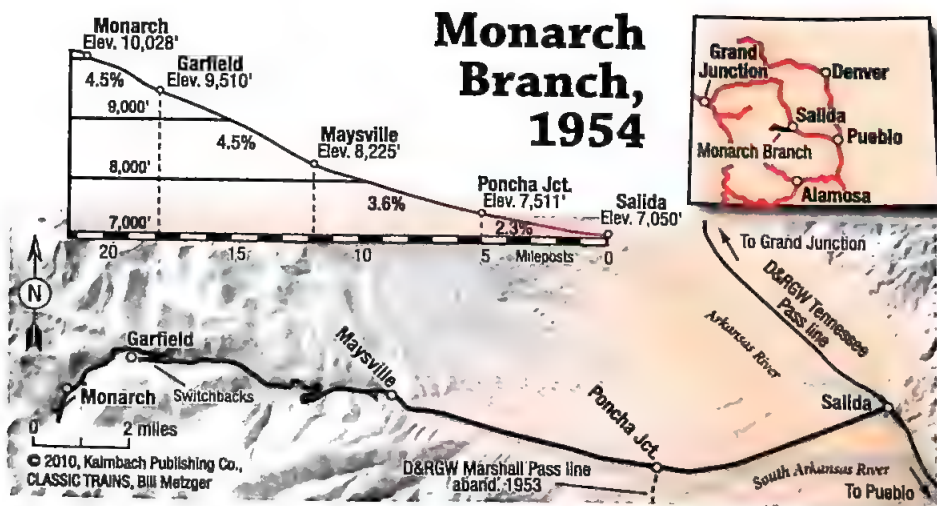
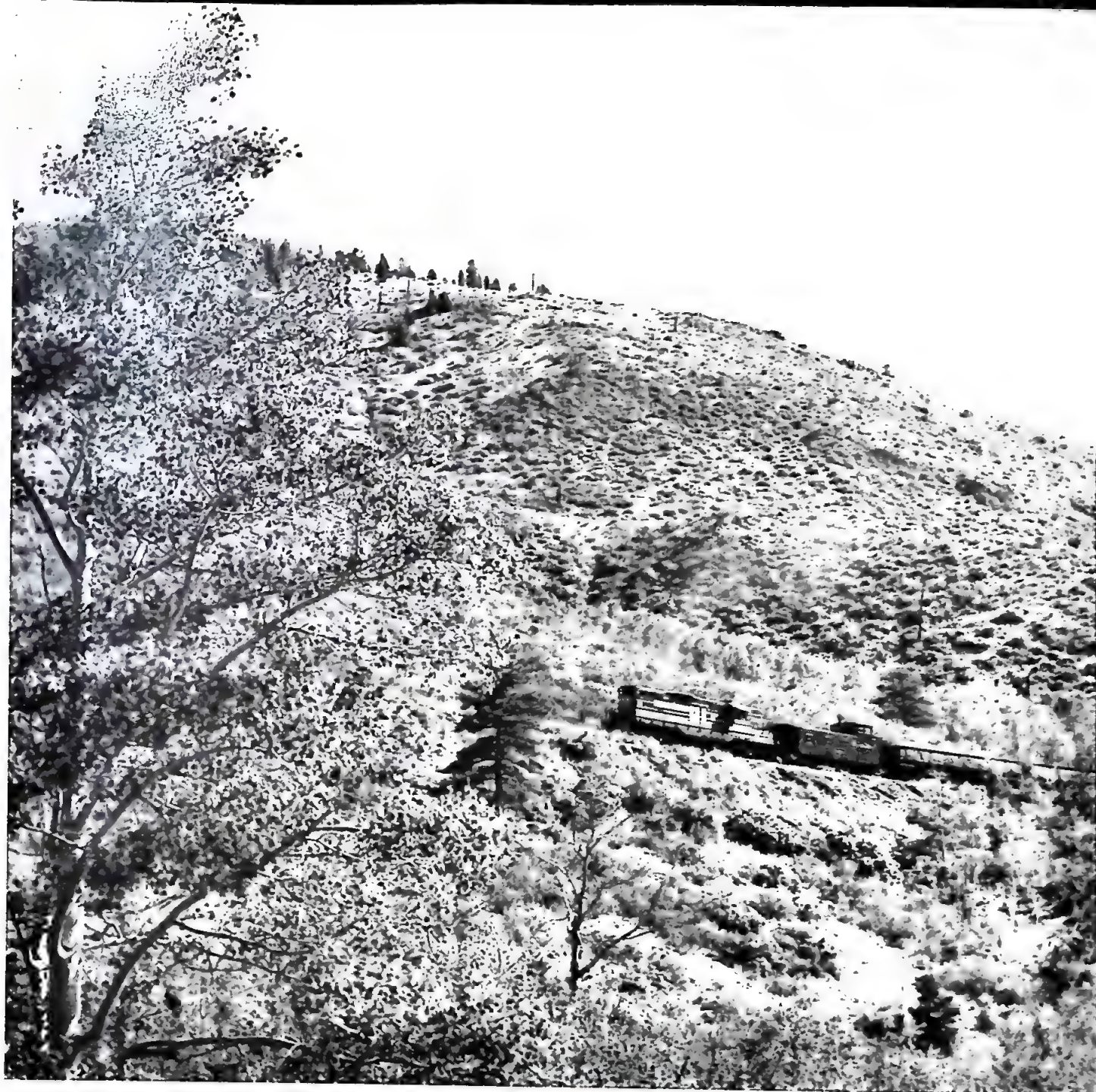


Having shoved its cars up from the lower switchback via the track at the lower right, GP9 5952 pulls hard out of the upper switchback's tail track on August 24, 1957. Local topography creates the illusion that the tail track is steeply graded, but it's actually closer to level.



Its relatively short train of just 13 cars requiring no helper engine, K-36 481 climbs the hill above U.S. Highway 50 between the Maysville loops and the Garfield switchbacks in July 1954. Limestone demand at the Pueblo steel mill affected train size.





Near the same location as the previous two photos but three years later (*i.e.*, after regauging), Geep 5952 makes for Monarch with empty gons. It's late August, and the aspen trees are already turning golden.



The shoulder of Highway 50 provides an overview of the Monarch loading area after standard-gauging. Trains came up the valley (middle left) from Salida, then made a 180-degree turn past storage tracks for loaded and empty cars to the loading structure (middle right).



Another pair of before-and-after photos in approximately the same location shows narrow-gauge steam (Mikado 481, in 1954) and standard-gauge diesel (GP9 5952, 1957) at the Monarch storage tracks. Highway 50 can be seen on the hillside above the trains in both views.

Continued from page 68

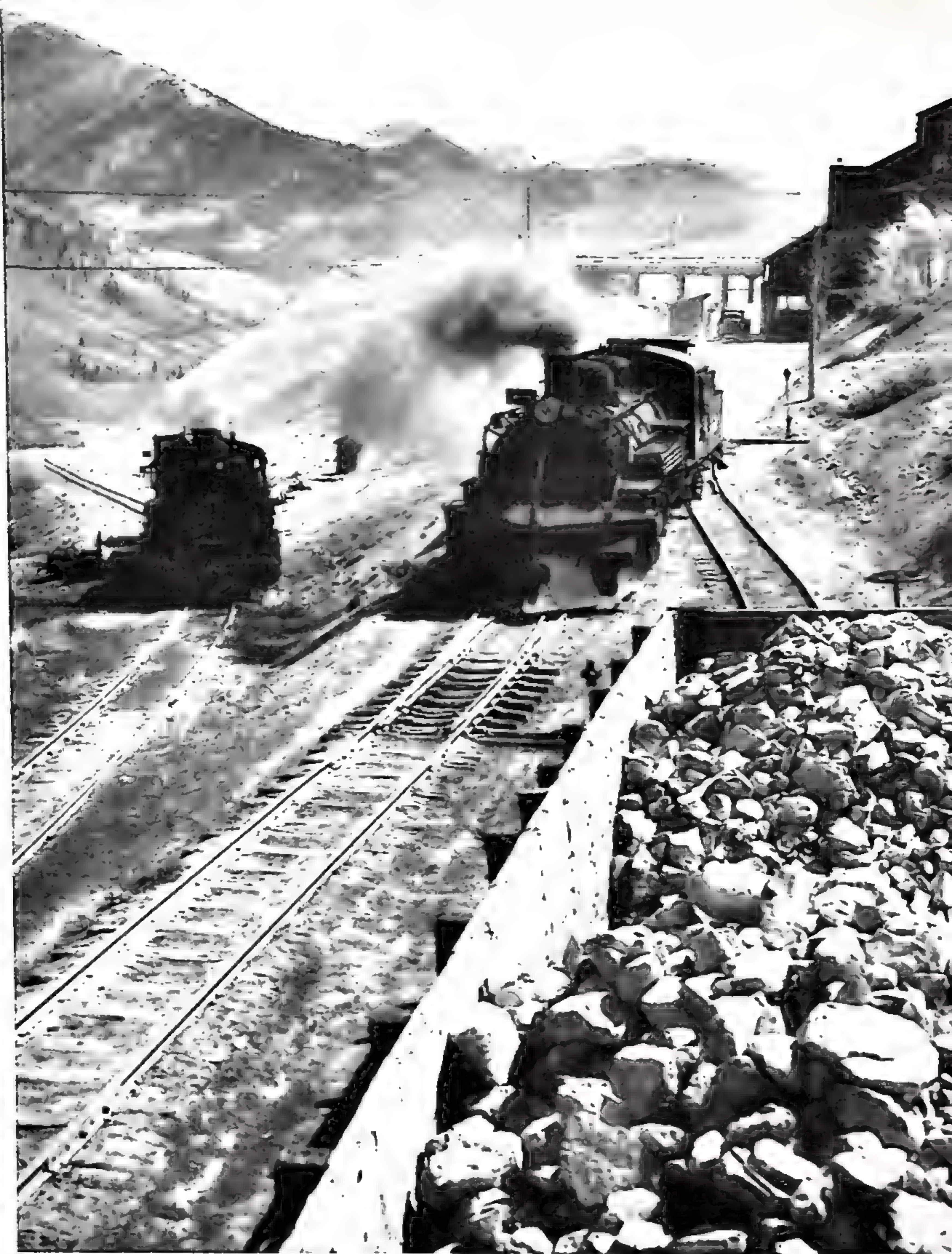
The Monarch Branch was built not to haul limestone but to tap precious metals deposits. However, by World War I these high-value ores had largely played out. The line got a new lease on life in the 1920s, when the Colorado Fuel & Iron Co. began shipping limestone from the Monarch quarry to its big steel mill near Pueblo, 116 miles to the east via the Rio Grande.

By July 1954, when I first visited the Monarch Branch, operations followed a predictable pattern. A five- or six-day-a-week round trip out of Salida with two class K-36 2-8-2's, one leading and the other pushing, brought empty wooden gondola cars up to the quarry for loading. At the switchback above Maysville, the train would stop and be cut in half, the lead engine would pull ahead, back its half of the train up the connecting track to the upper switchback, and pull past the upper turnout and wait. Then the rear engine would push, pull, and push the rear half of the train up through the switchbacks and couple to the waiting front half. The reconnected consist would then finish the trip to the top, where the engines would be turned on a wye.

The loaded down-bound train would perform the sequence in reverse—but much more carefully, with all the brake retainer valves on the gondolas turned up in deference to the severe downgrade. This switchback move was carried out every time, up or down, with the precision of a ballet dance in what seemed like a blink of an eye. A K-36 was rated for 195 tons westbound up the grade between Maysville and Monarch.

Upon arrival back in Salida, the narrow-gauge gondolas were emptied into standard-gauge steel gons for the trip to the mill at Pueblo. Some days, depending on mill demands, the train would be shorter, requiring only one engine and resulting in a simpler move at the switchback.

Although Salida was on the Rio Grande's Pueblo–Salt Lake City main line, abandonments had isolated the Monarch operation from other narrow-gauge lines. To improve efficiency, in August 1956 the road widened the branch to standard gauge. Now GP9 diesels, rated for 380 tons west of Maysville, and steel gondolas replaced the slim-gauge Mikes and wooden gons. A key improvement that resulted, other than the larger cars, was that the limestone



After turning on the Monarch wye, Nos. 480 (left, with caboose) and 483 are ready to head down to Salida with limestone loads like the one Jim Shaughnessy stood on to get this June 1955 photo. When he returned in 1957, the line had been standard-gauged and dieselized.

no longer had to be transloaded in Salida, saving considerable time and money. This change also ended the need for all the steam locomotive servicing facilities in Salida—water tanks, coaling chute, turntable, roundhouse, and shop—as well as the trans-loading equipment. The Salida K-36's were moved on flatcars to join the remainder of the narrow-gauge fleet in Alamosa.

In August 1957 I found a single Geep departing Salida with 24 empty gons and, between the 12th and 13th cars, a caboose. At Maysville, the cars behind the caboose were cut off, and

the train proceeded up the switchbacks to Monarch. The engine and caboose then returned to Maysville for the rear half of the train. From Monarch, loads were taken down in a single 24-car train. It was a colorful operation, even with modern, standard-gauge equipment.

In 1982, CF&I shut down its blast furnaces in Pueblo, and the need for Rio Grande to operate this difficult branch disappeared. By late 1984, abandonment proceedings were completed and the rails were removed, ending 111 years of trains up to Monarch. ■

Workin' on the Railroad



Illinois Central

Preparing to board

As an embarking passenger, after you had arrived at the depot, railroaders of many crafts would assist you . . . some directly, some unseen. Clockwise from left, here are three varied examples: At Chicago's Central Station, Illinois Central's chief station usher, Chester Wilkins, carries customers' luggage up a "moving stairway" in a photo posed to tout the new escalator. Out beyond the platform in Windsor, Ontario, on October 27, 1974, a Canadian National carman signals the engineer or hostler on an FP9/F9B duo, backing carefully toward a coupling with the lead coach of train 144 for Toronto. And at Cincinnati Union Terminal on August 31, 1953, the conductor or a trainman helps an anxious toddler toward the steps of New York Central's *James Whitcomb Riley* for Chicago.



John Uckley



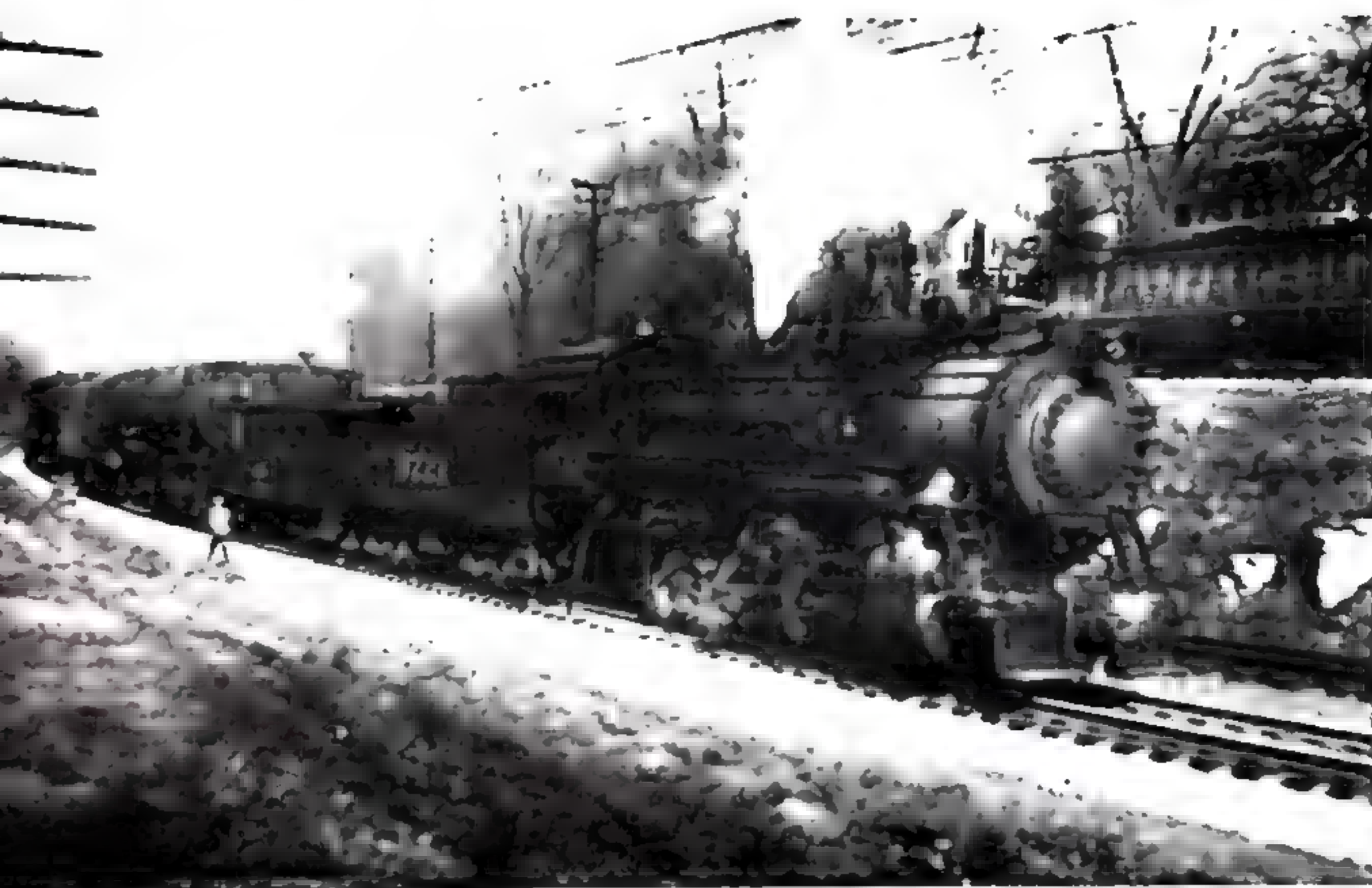
The Way It Was

Two big engines that couldn't

How a husky Missouri Pacific 0-8-0 came to the aid of road power on Kirkwood Hill



Stalled: 2-10-2 helper 1716 and 4-8-4 road engine 2111 stand motionless on MoPac's Kirkwood Hill with freight 75, victims of greasy rails.



Three photos, Joe Collias

Rescued: As a streetcar rolls by, 0-8-0 9721 and caboose have tied on to 1716, and soon the three engines begin to march up the hill.

Martin Biemer's entertaining article, "The Big Engine That Couldn't," in Spring 2008 *CLASSIC TRAINS* [pages 80-82], is reminiscent of a somewhat similar occurrence I witnessed on Missouri Pacific's main line west of St. Louis in March 1946.

Westward MoPac freight trains of

any appreciable length soon faced the 6-mile-long, 1-percent grade known as Kirkwood Hill. Normal train length was 100 cars, powered by one of the rebuilt 2101-class 4-8-4's and led by an ex-Wabash 2-10-2 helper locomotive. Once out of the yard, the usual approach to the grade was to charge full speed

ahead at 35 to 40 mph as far as possible, then settle down to a steady crawl once on the ascent.

No. 75 was a freight train of just that length and motive power, which followed, as per rules, train 15, the *Scenic Limited*, west at 2 p.m. each day. This day was no exception.

A well-worn path paralleled the tracks for most of the climb, enabling a train-smitten youngster on a bicycle to pace the train's progress most of the way. I was doing just that when suddenly the driving wheels of both locomotives spun wildly, something the engineers seldom allowed. Both engineers worked throttles, valve motion, and sanders to no avail, and the train came to a stop. Crews alighted to find the reason for such lack of motion, including the conductor, who trudged forward from the caboose 100 cars to the rear and was obviously not too happy about the situation.

The crews discovered that a coating of fresh, slick oil covered the rails for well over 100 feet, enough to cause both engines to lose their footing on the uphill climb. Sanding the rails was of little benefit, as the driving wheels could not move forward enough to reach the sanded areas.

Suddenly, the driving wheels of both engines spun wildly.

A call for help was made on a nearby lineside telephone, and the operator at Kirkwood Tower soon arrived, by auto, to assess the problem. Shortly after he left, considerably more physical help arrived in the form of a husky 0-8-0 switch engine that had been working in the small yard at Kirkwood.

Using wads of waste packing, the crew members wiped the railheads clean and tossed sand under the wheels. The low-drivered 0-8-0 coupled to the front of the train and, with a mighty surge of power from all three locomotives, No. 75 was once again in motion, albeit slowly. The trio crawled to the top of the grade, where the 2-10-2 and the 0-8-0 were uncoupled. The road engine and its train moved away rapidly down the west slope of the hill to continue the delayed journey west.

As was my usual practice, I had a small box Brownie camera, won on a grocery punch card, in my overalls pocket and was able to record the commotion. No explanation for the oil-covered track was ever found.—Joe Collias

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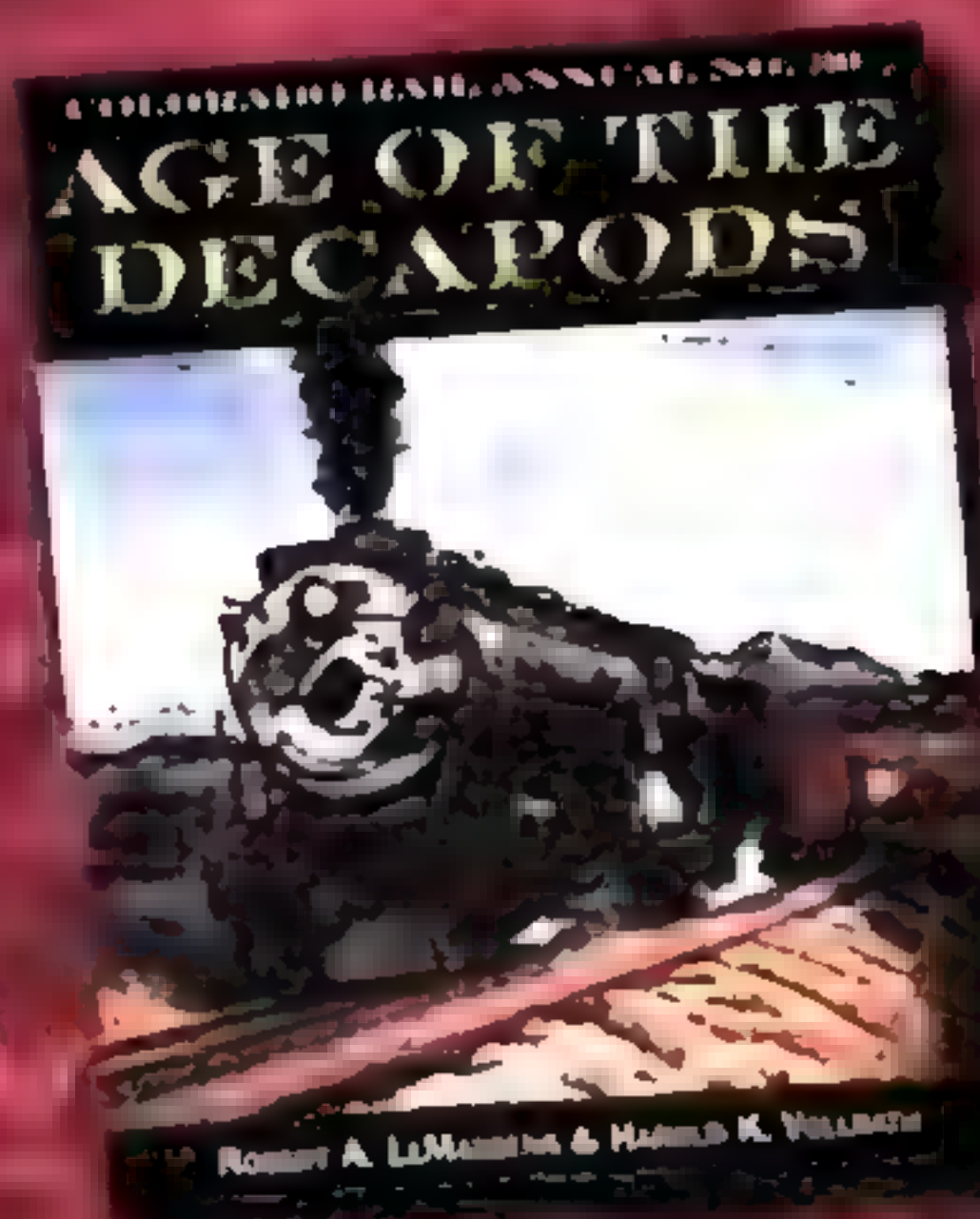
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The Way It Was

The 'middle' order

A failure to communicate on the old Norfolk Southern

Telegraph operators working from the extra list rolled with the punches. They were on call 24/7, as they say now, to fill vacancies created by emergencies, vacations, and "tag" nights—the one shift occurring each week at continuously staffed stations that could not be covered by the four regularly assigned operators.

In May 1965, the chief dispatcher of the old Norfolk Southern Railway notified me to protect the agent-operator position at Hertford, N.C. Agency work wasn't my forte. There were cars-on-hand reports, demurrage reports, blind siding reports . . . and more. Certainly the agent contributed to the profitability of the railroad, but I much preferred operator-leverman and operator-clerk assignments. These jobs had an immediate and discernible impact on the day-to-day operations. Watching Charlotte-bound freight No. 99 pass the yard office at Carolina (Norfolk) was a fringe benefit that did not translate to the paycheck stub. You'd typed the consist, calculated the tonnage, copied a "meet" order, and cleared the train with the proper orders. There was satisfaction in knowing you'd played a part in getting

the train out of its initial terminal.

On the Monday in question, section foreman Harris had unlocked the Hertford depot before I arrived. After copying a line-up for motor cars, he advised me that his force was in Hertford to remove the 70-car passing siding. Anderson siding had been removed in the late 1940s. With the passing track at Hertford gone, there'd be no siding on which to meet trains for the 24 miles between Elizabeth City and Edenton.

No. 87 did local switching from Fentress, Va. (9 miles south of Carolina Yard), to Mackeys, N.C. (at the south end of the Albermarle Sound trestle), including at Hertford. There was one proviso—suspend switching in sufficient time to set out cars at Plymouth and go on to the final terminal, Marsden, prior to the crew's expiring on the Hours of Service Law, then 16 hours. That Monday, the accumulation of weekend traffic had consumed 87's available switching time before it left Elizabeth City ("E-City," as we called it). So 87 passed Hertford without setting off the car of company material billed there; the car would be cycled back up to Norfolk and included in 87's train on Wednesday.



Harry Bundy

Baldwin road-switcher 1615 passes the Hertford, N.C., depot with Norfolk Southern freight 88 on January 16, 1965. Hertford was 16 miles south of Elizabeth City, 21 miles north of Mackeys.



Bob Krone

Freight on the Long Branch

At South Amboy, N.J., in the mid-1950s, railfans took innumerable photos of Pennsy K4s Pacifics and GG1 electrics, plus rare PRR and Jersey Central diesels, on New York & Long Branch commuter trains. Considerably rarer are images of freight trains on the NY&LB, so it's a treat to see CNJ GP7's 1532 and 1528 roaring north under the "A.C. Motor Stop" catenary signs with a trainload of sand from south Jersey on August 24, 1956.

On Tuesday, there were several cartons from the local shirt factory and an air conditioner to be sent out by Railway Express. Because the assigned agent-operator would complete REA's complicated monthly report, it was mutually agreed that he'd be entitled to the 10 percent commission that the billing station received.

On Wednesday my assignment finally took a tack toward conducting transportation. Mackeys had OS'ed No. 64, and the train was crossing Albermarle Sound at 7 mph. No. 87 was about to complete work at E-City. The buzzer on the dispatcher's phone sounded, and the crusty old Frenchman working the dispatcher's job at Raleigh commanded, "Edenton, three on a 31. E-City, three on a 19. Hertford, three on a 19." By the sequence the operators were addressed, I knew I was to copy a "middle" order. This was a copy of the "meet" order addressed to the operator at the meeting point to be delivered to the first arriving train as a reminder *not* to proceed against the opposing movement.

How could this be? Mr. Harris's gang was removing the siding. Was the dispatcher having a "senior moment"? He'd been dispatching for 40-plus years. Before copying began, I thought it best to

confirm his intent, rather than complete the transmission and then have to annul the order.

"Mr. LaFrage, are you going to give me a 'middle' order?"

"That's right, son, I'm the dispatcher."

And to that I responded, "Mr. LaFrage, you can't meet 'em here."

"What do you mean I can't meet 'em there? I'm the dispatcher!"

That's when I explained that there was no longer a passing siding at Hertford. There was a pause as he confirmed the removal of the siding with the Engineering Department. It seems Engineering had failed to notify the Operating Department of the scheduled date of the siding's retirement.

Now Mr. LaFrage was faced with a conundrum—if he held 64 at Edenton to meet 87, Carolina Yard would be hard-pressed to classify and deliver cars to the connections by midnight. Stick 87 at E-City and there'd be a risk of the crew "hogging" on hours before making its final terminal. He resolved the matter by holding 64 at Edenton. To expedite 87 to the meeting point, local switching at Hertford was curtailed and the carload of company material passed its intended destination one more time.—Harry Bundy

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Chard Walker

Polishing the rails for General Electric

How a New York Central yard job tried to make a good impression on a major customer

In a lifetime of reading about railroading, I've seen the phrase "polishing the rails" in reference to fast freights or premier passenger trains speeding down a main line. However, my father, a locomotive engineer with New York Central, polished the rails in a different manner, using a lowly Alco yard diesel and never going above 5 miles an hour.

In the 1950s, General Electric turned its annual shareholder meetings into major events. GE would frequently hold them at one of its manufacturing facilities, highlighting new products and major technical advances. Shareholders would often come to Schenectady, N.Y., where GE had a plant employing 20,000 people, with research and development labs, plus a partnership with the city's other major employer, American Loco-

motive Co., in producing diesels.

Of course, GE was a major customer of the NYC, and it apparently rankled Central executives that GE recently had been chartering buses to bring shareholders and executives from headquarters in New York City to Schenectady for the meetings. As a result, NYC went on an initiative to recapture this passenger traffic and gain some public relations of its own from GE managers and the investment community.

A small part of this marketing effort filtered down to Sand Bank yard in nearby Scotia, where my dad was engineer for the daytime yard job. The usual assignments for this humble switcher were to sort cars for area locals, handle Delaware & Hudson interchange traffic, and serve a few industries.

However, on a March 1954 day, my

father and his crew were given an unusual assignment to leave the yard and go across the Mohawk River to Schenectady's passenger station. There, he was to run his little switcher and a caboose over some sidings at the station, which might be used for storing cars from a GE shareholder special. The spurs had not seen traffic in years and were caked with dark rust. Apparently, bigwigs in Central's passenger department believed that rusty rails would give a negative impression to GE's transportation planning staff inspecting the station as an arrival point for the next shareholder meeting, about a month away.

So, for three hours, the little Alco and caboose crept back and forth on the unused sidings, wearing away years of grime and rust. I remember Father

Motive-power transition, with a twist

It's June 13, 1950, at Union Pacific's San Bernardino (Calif.) enginehouse, where Cajon Pass helpers are serviced. Pictured are UP 4-8-2 7019 and three Fairbanks-Morse H20-44 diesels. Are the yellow units arriving to displace steam? No! UP had completely dieselized its Cajon helper operations in 1948, but brought back two 4-8-2's to help the FM's cope with heavy traffic from a June 1950 Shriners convention in Los Angeles. When it was discovered that the Mountain types were outperforming the FM's, UP brought in enough steam engines to cover all the helper work, plus a San Bernardino-Oro Grande local freight, and sent the diesels elsewhere. The return of steam involved 19 different engines of four types (two 2-8-2's, two 4-8-2's, nine 2-10-2's, and six 4-10-2's) and lasted until October '51, when 2,400 h.p. EMD TR5 cow-calf switcher sets took over UP's Cajon helper duties.

saying he felt fairly foolish as bemused passengers, assembled on adjacent platforms for incoming trains, watched the switcher amble up and down the tracks like a caged lion for no apparent reason.

The rail heads on the station sidings eventually shone as brightly as the main tracks and the switcher headed back to Sand Bank. As is typical in big organizations, no additional news came from NYC headquarters about any GE special move, but rumors flew among yard office and passenger station staff about extra cars, important guests, and even stars of GE-sponsored TV shows like Ronald Reagan or Fred Waring and his Pennsylvanians arriving by train.

Finally, the big day of GE's shareholder meeting came in April, and once again all participants rolled into Schenectady in chartered buses. The hours my father spent "polishing the rails" apparently didn't seal the deal. Slowly the bright sidings at Schenectady station returned to their previous rusty condition.—*Bill Graper* ■

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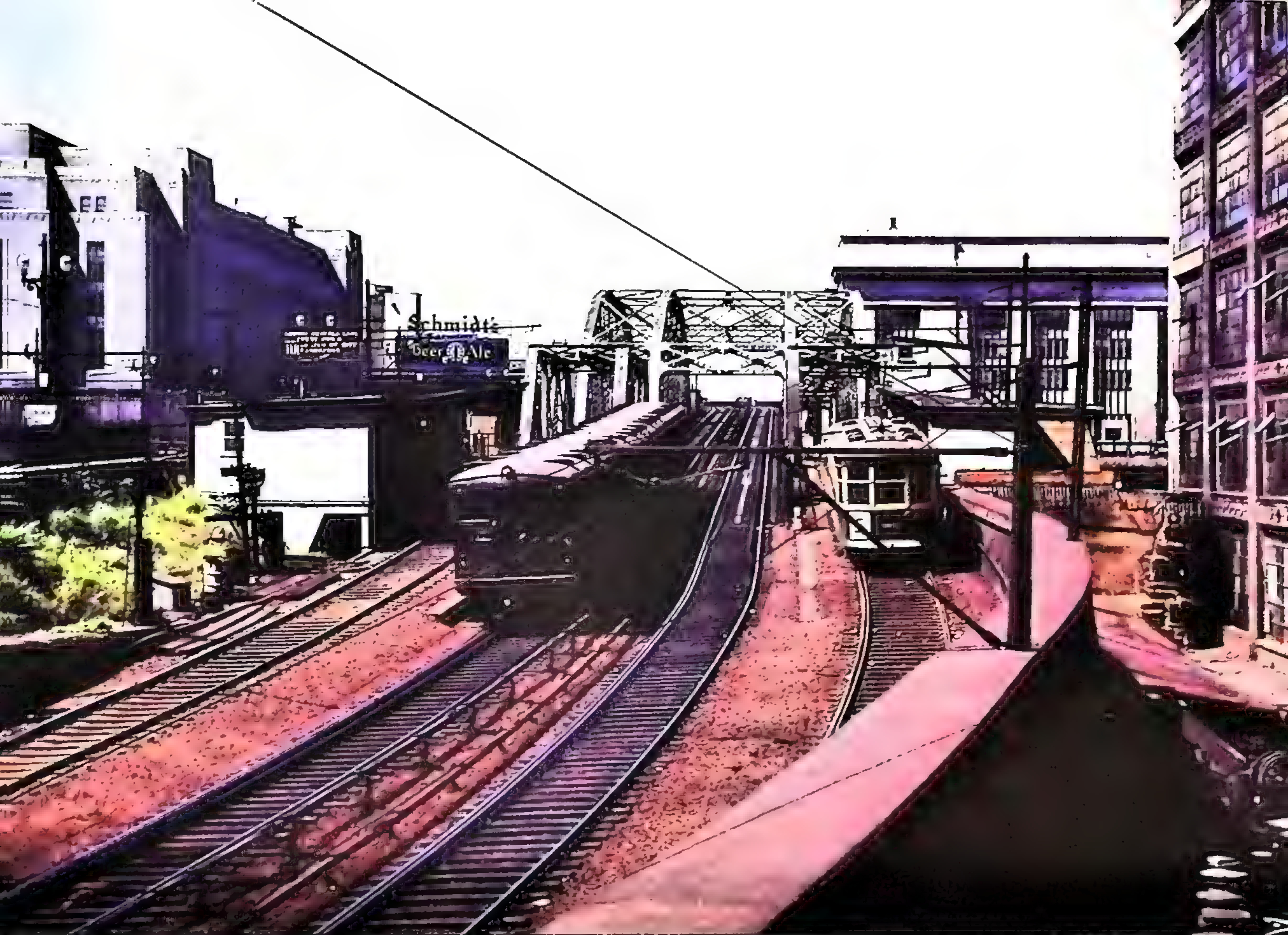
Four photos show Philadelphia Transportation Co. subway and elevated operations. Clockwise from opposite top: An eastbound Market-Frankford subway-elevated train of 1922 Brill cars has crossed the Schuylkill River bridge and is about to enter the center city tunnel, whose two outer tracks were for "subway-surface" trolleys like the car stopping at the gray 24th Street station; a tunnel replaced the river bridge in 1955. In the background of this 1952 view are the main post office (at left) and PRR's 30th Street Station (at right). On the el above Frankford Avenue (below right), 1960 Budd Co. cars are at the Church Street station in 1962. Opened in 1907 and extended in 1922, the Market-Frankford line, like Philly's streetcars, used a gauge of 5 feet 2½ inches. The standard-gauge Broad Street subway opened in 1928, with extensions south in 1930, '38, and '73, plus an eastern spur in '32. A short extension that required no new track occurred in '56, when PTC moved the northern terminus from Olney Avenue to Fern Rock, site of the yard and shops. A train of Brill-built cars (below) enters the tunnel as it leaves Fern Rock in 1964. An adjunct to the Broad Street subway was the "Bridge Line," which in 1936 began operation between center city Philly and downtown Camden via the Delaware River Bridge (right, in 1960). Built by the Delaware River Joint Commission and run by PTC, the Bridge Line used semi-streamlined versions of the Broad Street cars. Today the Market-Frankford and Broad Street lines are SEPTA's, while the Bridge Line is part of PATCO's Lindenwold High Speed Line.



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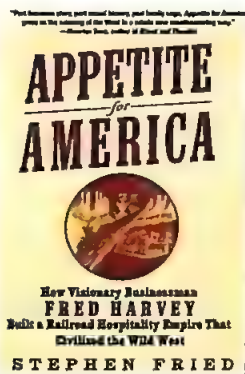
The death of President Franklin D. Roosevelt in April 1945 was more than a shock to a nation in the closing months of a world war, it was America's first mass-media funeral. It also put three railroads in the spotlight as the Southern, the Pennsylvania, and the New York Central combined to pull off an almost impossible logistical feat, carrying FDR's body 1,050 miles from Warm Springs, Ga., to Washington, D.C., and then to the Roosevelt estate at Hyde Park, N.Y., in just three days. In Robert Klara's fast-moving narrative, we learn about the complex cast of characters who rode that train: the anguished and embittered First Lady; a new President thrust onto a dangerous stage; and a trainload of conniving politicians, an overmatched press corps, and even a Soviet spy. Although Klara, who wrote about Pullman blankets in our Summer 2008 issue, occasionally fumbles his railroad

terminology—junctions are called "interlocks," red and green signals on the PRR—he gets most of it right, especially his rich descriptions of life aboard a memorable assortment of heavyweight Pullmans, notably the Presidential car *Ferdinand Magellan* and the funeral car *Conneaut*. Klara's riveting, almost minute-by-minute account of those three days is that rarity: a railroad book that's almost impossible to put down.—Kevin P. Keefe

FDR's Funeral Train: A Betrayed Widow, a Soviet Spy, and a Presidency in the Balance. By Robert Klara. Palgrave Macmillan, 175 Fifth Avenue, New York, NY 10010; www.palgrave-usa.com; hardcover, 6 1/2 x 9 1/4 in., 272 pages, 14 photos; \$27.



Other Books



Generations before today's Burger Kings and Red Roofs and their ilk, Americans traveling in the Midwest and Southwest equated good food and clean beds with the granddaddy of all chains, the Fred Harvey Company. Author Stephen Fried shows how Harvey and his partner, the Santa Fe Railway, created the template the big chains still follow. Part biography and part corporate history, this is really the story of one of the country's first self-made millionaire families. Fried focuses on the original Fred Harvey, British born, with an uncanny work ethic; his son, Ford Harvey, who did as much as the founder to build the family's empire; and Freddie Harvey, the glamorous grandson with so much promise. Although this is an excellent book, those who know the Santa Fe's history might feel Fried has shortchanged the railroad. At times he gives most of the credit to the Harveys, whose concept could not have succeeded without the bold support of the men who ran the AT&SF.—K.P.K.

Appetite for America. By Stephen Fried. Bantam Books, 1745 Broadway, New York, NY 10019; 212-782-9000; www.randomhouse.com; hardcover, 6 1/2 x 9 1/2 inches; 544 pages; 75 photos; \$27.

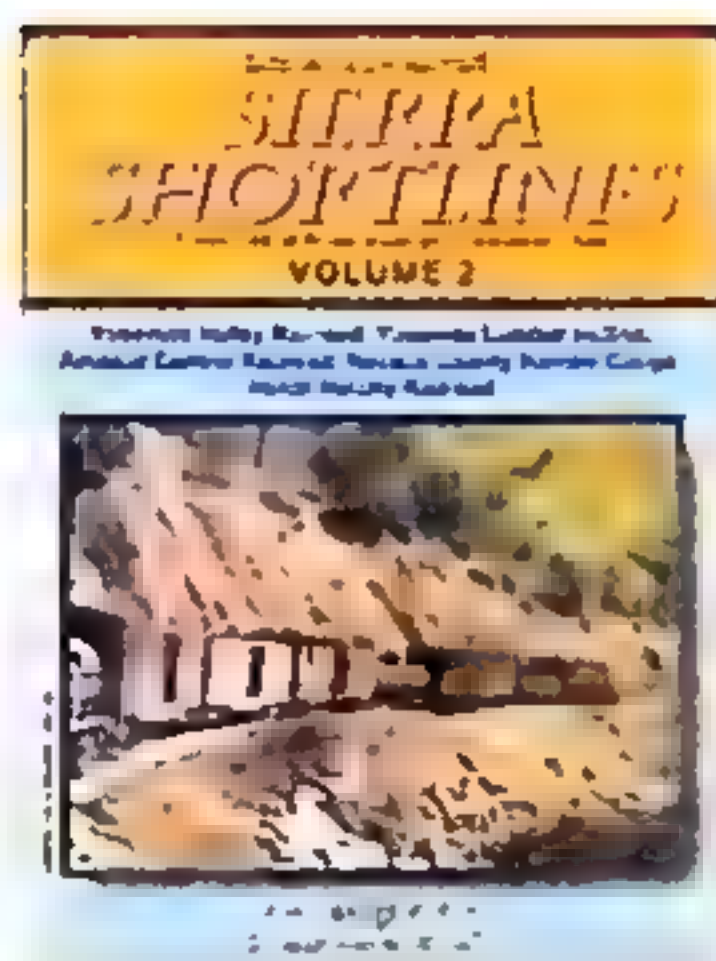
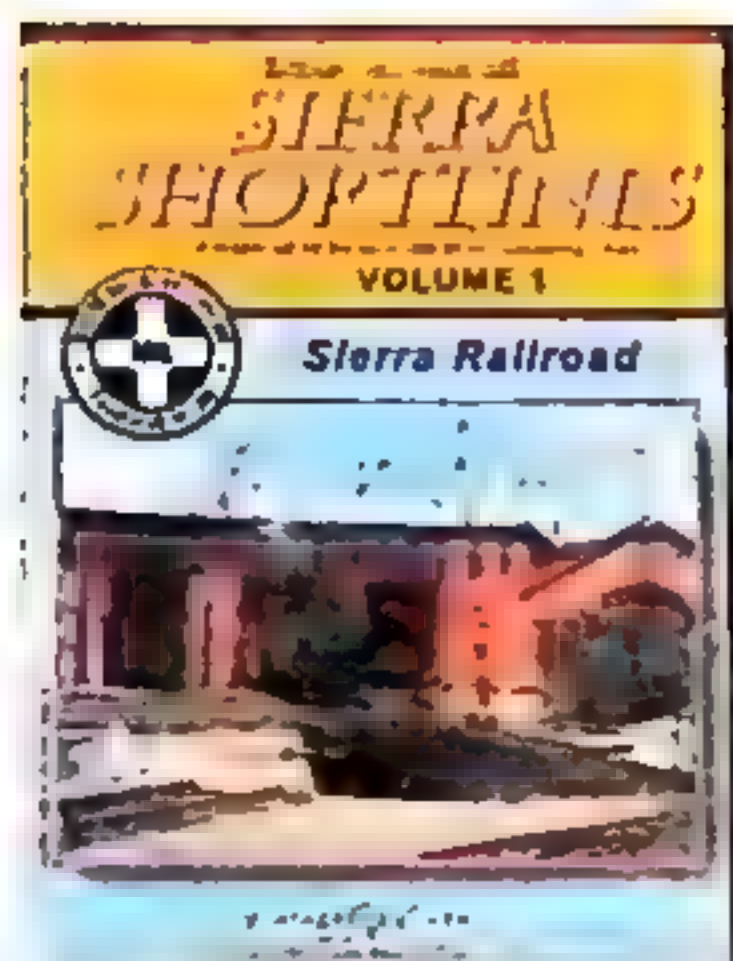
African-Americans and railroads have grown up with each other in an epic story, comprehensively documented in this beautiful new book. In a sweeping overview of an important part of American cultural history, author Theodore Kornweibel covers familiar topics such as Pullman porters, dining-car cooks, labor leader A. Philip Randolph, and gospel and blues music, but he uncovers and explains a wealth of fresh stories and facts. He shows how the Supreme Court's railroad-based case *Plessy v. Ferguson* justified decades of Jim Crow laws. He describes the unpleasant truths of railroading's involvement in slavery, including the connections to many of our most famous carriers. He also



shows that racism was pervasive across the entire U.S. railroad route map, whether in the way the Pennsylvania Railroad created its divisive "porter-brakeman" job description in the Midwest or in the hiring practices of the Fred Harvey Company in Santa Fe territory. Kornweibel's scholarship is impressive, and so is the book's design. Here you'll find a wealth of rare glass-plate-negative prints, railroad publicity photos, family pictures, and the work of several noted photographers, interwoven with historical art and illustrations, some in color. Some of the art is shocking in its depiction of racism in its rawest form.—K.P.K.

Railroads in the African-American Experience. By Theodore Kornweibel Jr. Johns Hopkins University Press, 2715 N. Charles Street, Baltimore, MD 21218; 800-537-5487; www.press.jhu.edu; hardcover; 8½ x 10 in.; 584 pages; 198 photos; \$40.

DVD's



The little railroads of the Sierra Nevada foothills in California are the fascinating subjects of these programs. Volume 1 is devoted to steam on the Sierra Railroad between 1947 and 1973. Most of the color and black-and-white scenes show revenue freight operations, but there's a good helping of fantrip action too. Six engines—Nos. 3, 18, 24, 34, 36, and 38—are shown at work. Volume 2 covers five lesser-known but perhaps more interesting operations: Yosemite Valley Railroad, Yosemite Sugar Pine Lumber Co., Nevada County Narrow Gauge Railroad, Hetch Hetchy Railroad, and Amador Central Railroad. Two fan trips form the bulk of the coverage of the scenic YV, abandoned in 1945. The lumber operation, which involved hoisting flatcars up a 67 percent incline, has to be seen to be believed. The Hetch Hetchy segment includes rare 1923 footage, a 1947 fan trip, and track removal in 1949.—Robert S. McGonigal

Sierra Shortlines, Volumes 1 and 2. Catenary Video Productions, P.O. Box 1084, Harriman, NY 10926; 800-343-5540; www.catenaryvideo.com; 60 minutes each; \$34.95 each plus \$6 s&h, \$60 for both plus \$7 s&h.

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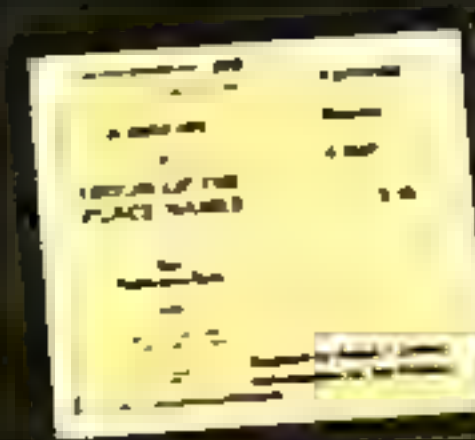


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Update on the GG1's genesis

Rediscovered models and documents shed further light on Donald Dohner's role in designing a classic



Our Summer 2009 issue had an article about the designer of the first GG1.

Hampton C. Wayt

Two of Dohner's plaster conceptual GG1 models, cared for by Pack Bryan for nearly 60 years, stand with the larger wooden "No. 21" model.

Shortly after my article on Donald R. Dohner and his role in designing Pennsylvania Railroad's GG1 appeared in Summer 2009 *CLASSIC TRAINS*, I received a call from subscriber Donald "Pack" Bryan, who has been the caretaker of two of Dohner's original plaster GG1 models for nearly 60 years.

A lifelong rail enthusiast, Bryan was living in New York City in the early '50s when he befriended Dohner's daughter, Pam. Seeking a home for the models after her father's death, Pam gave them to Bryan, who saw their significance and saved them despite several long-distance moves. He and the models eventually settled in Pittsburgh, the very city where Dohner, while working for Westinghouse, made his mark on railroad history. Bryan's foresightedness in saving these models affords us an unprecedented opportunity to learn about the early days of the GG1's design evolution.

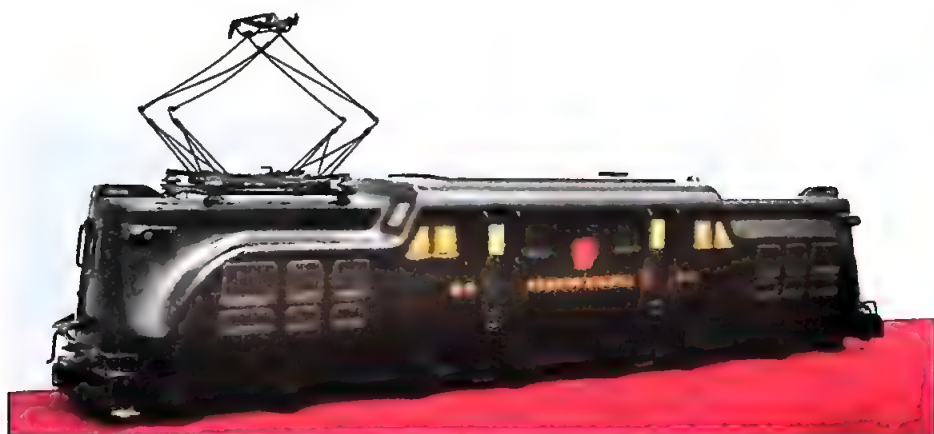
Compared to the previously discovered 40-inch-long wood model believed to have been built by the PRR based on these Dohner plaster models, the plaster models measure only 19½ inches. Mention of just such a small model is found in the PRR papers at the Hagley Museum & Library in Wilmington, Del.

On March 8, 1934, two days after he wrote a letter about the future GG1 class utilizing a "steeple cab" arrangement, PRR Electrical Engineer J.V.B. Duer wrote to Chief of Motive Power Fred W. Hankins, "Attached is a blueprint showing the new cab arrangement for the 6-axle [GG1]. We are also working on one for the 4-axle [R1]. The small model shows the outside of the 6-axle engine and I think it meets the ideas of yourself and Mr. Gibbs. Early next week we hope to have a cab layout of a similar character to apply to the 28 new P5a." From this letter we sense these models represent the very genesis of the GG1, R1, and the modified P5a shell designs.

A comparison of the plaster model that most closely resembles the production GG1 to photos of the model when new reveals some surprises. The four vent "stripes" (two long, two short) and nose door outline are simply "inked" onto the model in the photos, but have since been carved into the model. The two long stripes also demarcate the top and bottom of an air intake grille with diagonal louvers—a feature previously unknown to us. The addition of these details after being photographed suggests the photos date to the earliest

work on the project. Both models show Dohner's great concern for the continuity of design of the cab side windows in relation to the doors and door glass. Although this thoughtfulness is not evident in the prototype GG1 ("Rivets") of 1934 despite being based on these models, the production G's of 1935 and later respect Dohner's intentions, even if the actual execution differs.

A wood R1 conceptual model has also recently come to light in the collection of Pennsylvanian William Kachel. Examination of this model clearly indicates it was constructed in the same shop using the same methods and paints as found on the large wood GG1 model. Notably, the R1 model is numbered "23," whereas the wood G model is marked "21." How and why the models were numbered is a mystery. Were there 23 or more consecutively numbered GG1, R1, and modified P5a models constructed? Or is the numbering system based on class or some other method? We may never know, but an original blueprint identical to the model is housed at the State Archives in Harrisburg and is dated May 17, 1934. The existence of this dated blueprint, combined with the close construction and numbering of the two



Robert W. Jans

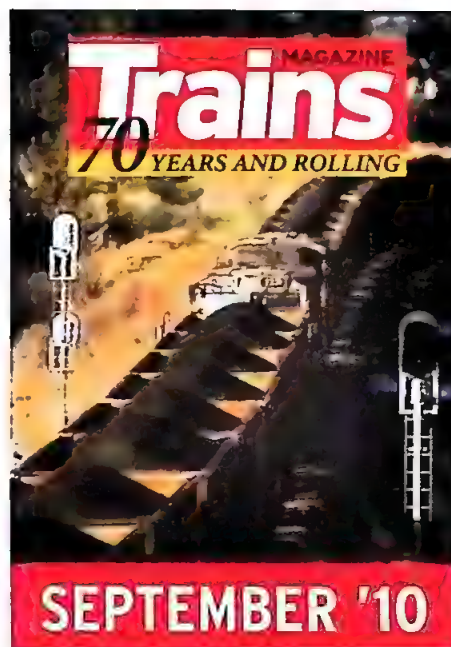
This wood model of the R1, in the same style as the GG1 model, has recently come to light.

wood models, supports the belief that both models were made by the PRR and that the wood GG1 model dates to at least mid-May 1934 if not earlier.

One noteworthy feature of this R1 model is the vents between the side doors, which, with their rounded corners, are identical to those found on the production G's. Acknowledging that the GG1, R1, and modified P5a were designed simultaneously as evidenced by the PRR paperwork, it is presumed that if these vents appeared on one locomotive design, they simultaneously appeared on all three. The May '34 date for this model places this vent design just after the drawings for the GG1 and R1 prototypes were made, 3 months before Rivets and the R1 were completed—and

a full 6 months before Raymond Loewy was hired for the GG1 project.

The continued design development of the GG1 class shell after the completion of Rivets' drawings supports the notion that the prototype's shell was not what PRR intended for the production units. Further, the 6 months between the completion of the drawings for Rivets and the hiring of Loewy was 1 month more than the 5 months it took to design Rivets from scratch. This period before Loewy's involvement would have allowed Dohner and PRR ample time to experiment with the production G design well beyond these vents, making one question what other features appeared on the GG1 before Loewy contributed to the project.—*Hampton C. Wayt* ■



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Erie Railroad

Wrong Eddy

Mike Nelson wanted to recreate this view of an Erie train, which he'd seen in a 1946 *Trains Album of Railroad Photographs*. EL men at Port Jervis told him the spot was between Long Eddy and Longville, N.Y.—48 miles west of the place, Pond Eddy, given in the album. After he took his photo [page 14], Mike realized the curve he went to wasn't the one in the album photo, but just to the east. He still wishes he'd hiked farther!

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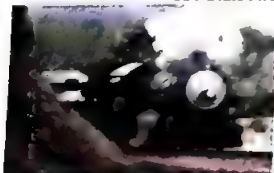
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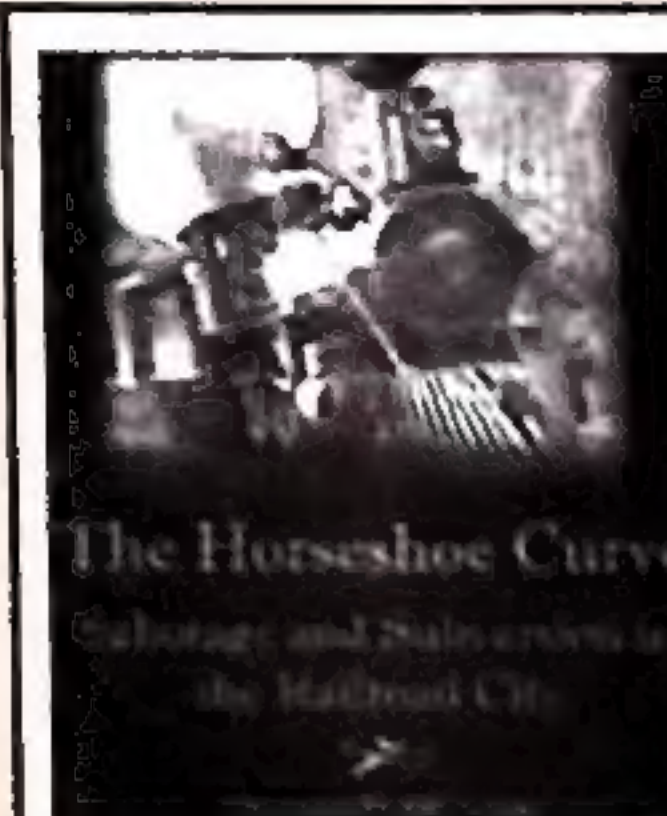
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MARKETPLACE



Richard Steinhelmer

Santa Fe's Oakland outpost

While **Southern Pacific** and **Western Pacific** used a big waterfront terminal in Oakland ("The Mole"), where passengers caught ferries to San Francisco, the Santa Fe's Oakland depot was this more modest structure located 3 miles away at 40th Street and San Pablo Avenue, a site that was actually in Emeryville. SP initially thwarted Santa Fe from building into Oakland, so Richmond, 11 miles to the north, became ATSF's main Bay Area terminal, with boat service from Ferry Point, 1 mile west. Santa Fe outfoxed the SP by using the franchise of a defunct narrow-gauge road to reach Oakland, and opened this station in 1904. It was not an ideal arrangement: The tracks here were on a 1.2 percent grade, the wye could turn only 5 cars at a time, equipment had to deadhead to and from Richmond for servicing (negotiating three

segments of street-running in the process), and trains still ran to Ferry Point for passengers to cross the bay. Under U.S. Railroad Administration order during World War I, Santa Fe trains continued past here to terminate at The Mole, a practice revived during 1933–37. Beginning in 1938, Santa Fe buses met trains here to take passengers to the city via the new Bay Bridge. Declining patronage and operational difficulties caught up with the Oakland District on June 15, 1958, when the remaining trains—the *San Francisco Chief*, two *Golden Gates* from Bakersfield, and a mail train—were cut back to Richmond. Connecting buses served the depot until it was demolished in 1963. Here, in the early 1950s, a GP7 edges past with a local freight for Richmond while passengers wait for a *Golden Gate* to pull in. ■



Tom Lambrecht photo

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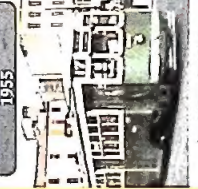
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